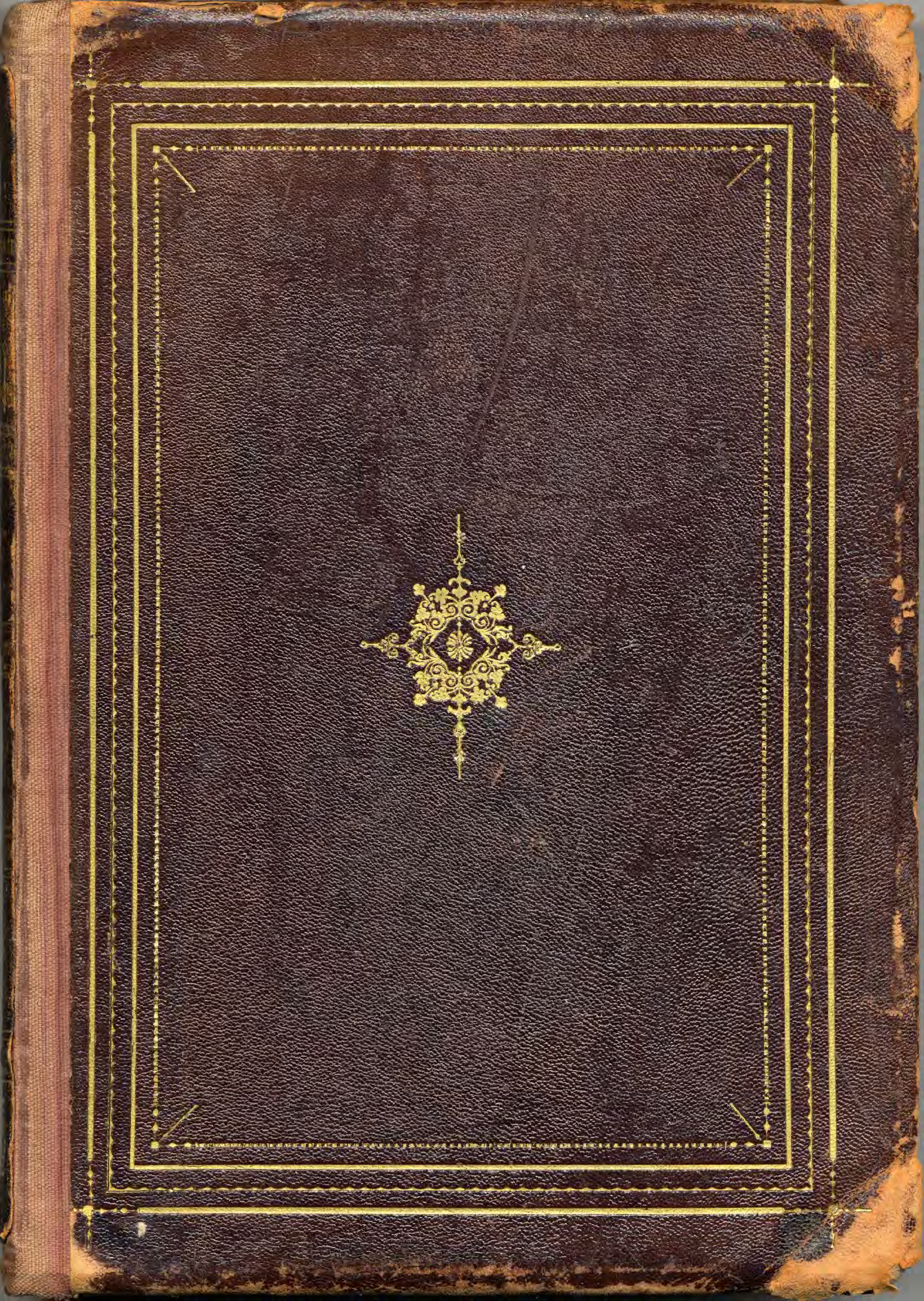

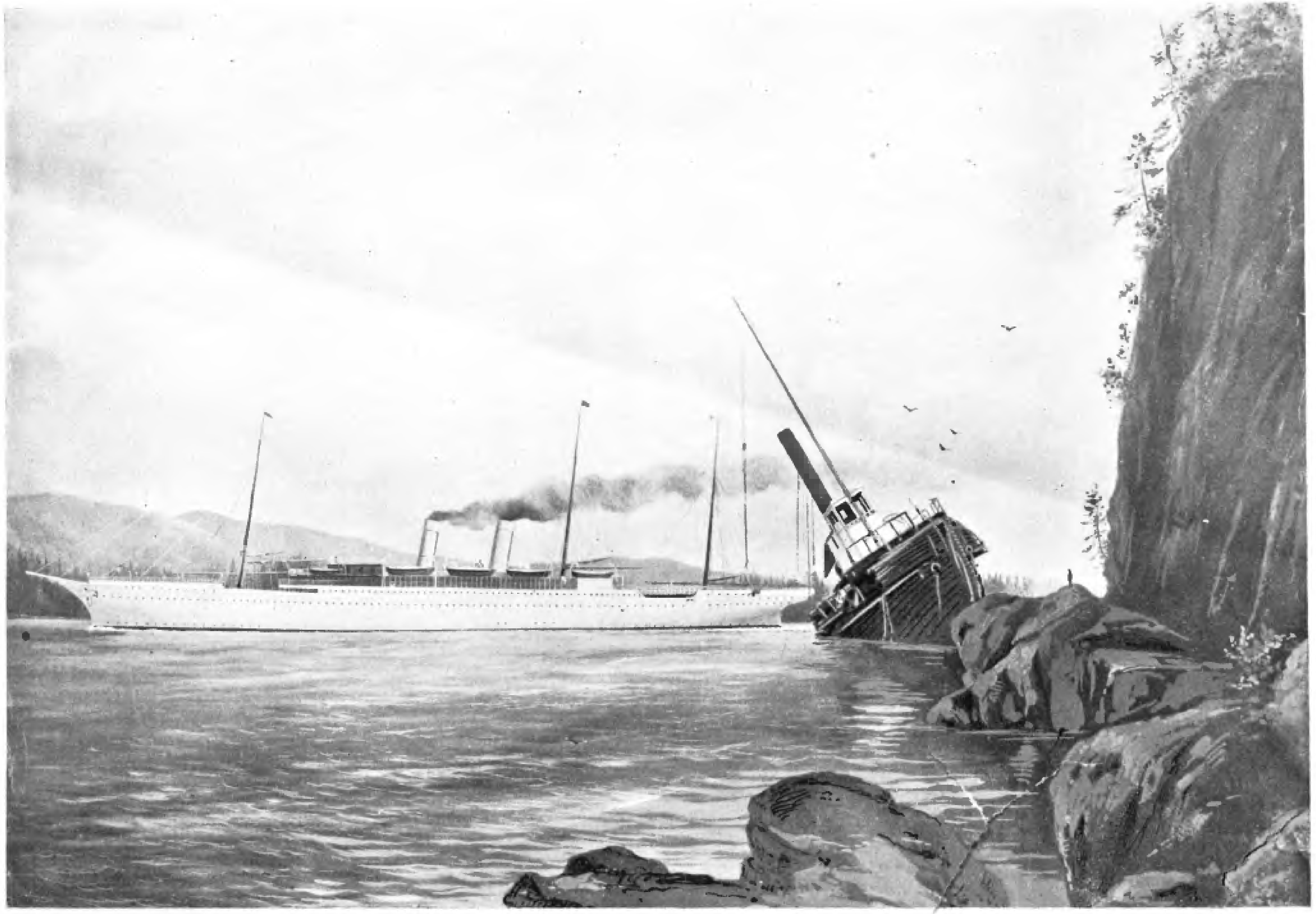

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THE NEW AND THE OLD

Canadian Pacific Railway's Royal Mail Steamship "Empress of India" Passing Wreck of Steamer "Beaver" Near Vancouver, B. C., 1890

LEWIS & DRYDEN'S

MARINE HISTORY

OF THE

PACIFIC NORTHWEST

AN ILLUSTRATED REVIEW OF THE GROWTH AND DEVELOPMENT OF THE MARITIME
INDUSTRY, FROM THE ADVENT OF THE EARLIEST NAVIGATORS TO THE
PRESENT TIME, WITH SKETCHES AND PORTRAITS OF A NUMBER
OF WELL KNOWN MARINE MEN

EDITED BY

E. W. WRIGHT

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PREFACE

IN ESSAYING to place on record a history of the greatest industry on the Pacific Coast, care has been exercised to present a correct and truthful account in accordance with the relative importance of the various details which collectively form the work. The ancient *Beaver, Otter, Lot Whitcomb,* and other craft of a contemporaneous period, would appear insignificant indeed in competition with the floating palaces of the present day; and yet none of the magnificent steamers which have supplanted them command a tithe of the attention or importance accorded them while they were blazing the way for their elegant successors. It is for this reason that in many instances much space has been devoted to both steam and sailing craft, the dimensions of which were not at all in proportion to their historical importance.

The territory covered by the history is of such scope that rigid condensation has been absolutely necessary to enable the presentation of so many matters of interest to marine men; and, as the work is exclusively a record of maritime progress, the international boundary controversies, the "Oregon Question," and kindred themes, have been left for the historical writers who have in a measure ignored marine matters. The vanguard of civilization for centuries has been led by the mariners, and their achievements from the days of Columbus mark the beginning of history in every new country which has become a portion of the known world. Notwithstanding this fact the chroniclers of Northwestern history touch but briefly on the subject, following it no farther than its inception. With the exception of the official documents in the custom-houses and the log-books of the Hudson's Bay Company's vessels, all other records and similar sources of information have likewise furnished but little of interest. As a result, a considerable portion,

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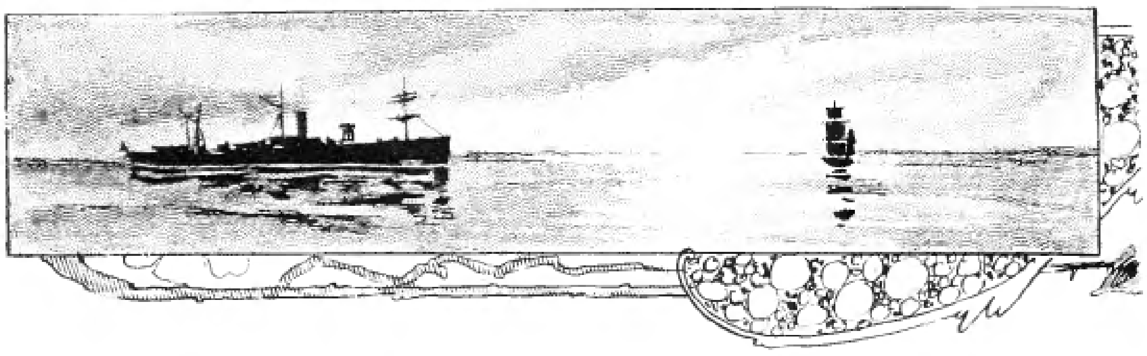
of the data from which the greater part of this work has been compiled was necessarily secured from men who participated in the events chronicled. Wherever conflicting statements have been received from parties equally qualified to give information on a question, an effort has been made to harmonize such statements without materially changing the facts. Statistics, which under all circumstances are dry reading, are dispensed with as far as possible, and these pages contain only such as are necessary in illustrating the growth of the industry.

The kindly assistance and co-operation of hundreds of marine men in the Northwest has rendered the production of so extensive a review possible, and, as a work of their own creation, it is herewith submitted.

E. W. W.

AUGUST, 1895.



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"WALTER A. EARLE" AND OTHER SEALING SCHOONERS IN VICTORIA HARBOR

CHAPTER I.

Incentives for Marine Exploration in the Pacific Northwest—Magellan Enters the Pacific—Mendoza Dispatches the First Fleet to Search for the Northwest Passage—Arrival of Sir Francis Drake and the "Golden Hind"—Juan de Fuca's Discovery—Wreck of the Beeswax Ship—Heceta Discovers the River St. Roc—Captain Cook's Explorations—Portlock and Dixon Arrive, 1786—Lieutenant Meares and the "Nootka"—Launching of the First Vessel in the Northwest—Meares Enters the Straits of Juan de Fuca—Arrival of Gray and Kendrick with the "Columbia" and "Lady Washington"—Spain Seizes all British Vessels in the Northwest—Capt. George Vancouver Arrives with the "Discovery" and "Chatham"—Gray Enters and Names the Columbia—Growth of the Fur Trade—Massacre of the Crew of the Ship "Boston"—Rise and Fall of Astor's Enterprise at the Mouth of the Columbia—Fate of the "Tonquin"—Schooners "Vancouver" and "Dolly" Launched—Wreck of the "William and Ann"—The Pioneer Steamer "Beaver" Arrives—Log-books of Steamer "Beaver" and Schooner "Vancouver"—H. M. S. "Sulphur."

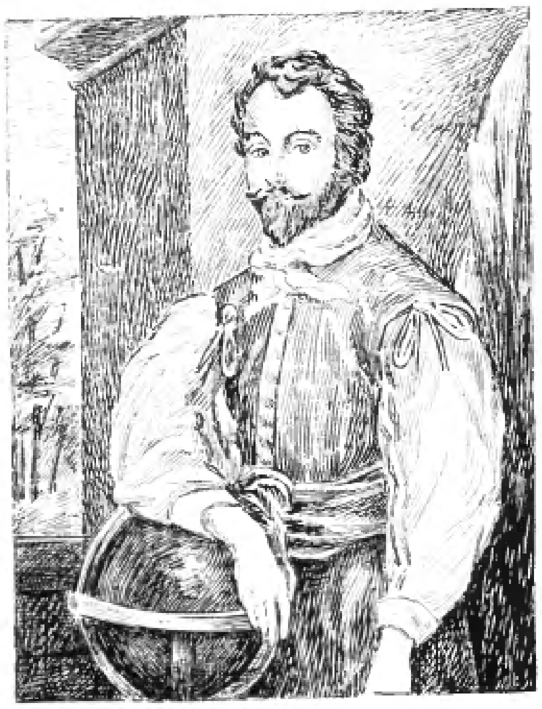
LOOKING backward into the dim and shadowy past until historical record loses itself in legend and uncertain tradition, we find that, from the time old Father Noah started on his celebrated cruise with the ark, down to the present moment, the men who navigated the waters of the earth were the pioneers of civilization. Centuries before steam and electricity began the work of building modern cities with magical rapidity, the mariner's compass was guiding brave navigators to every corner of this globe, enabling them to lay the foundations of a civilization which has since brought all nations on the face of the earth almost within speaking distance of each other. This spirit of maritime conquest, finding no other worlds to conquer, eventually turned its attention to the territory which it had already brought to the notice of the world, and it is of the growth of this industry in the Northwest that this work treats.

Until about one hundred years ago, the mariners who sailed around the North Pacific Coast paid but little attention to its commercial advantages, but instead persisted in pursuing that marine *ignis fatuus*, the Straits of Anian. This mythical body of water was heard of as far back as about 1500, when a Portuguese navigator, Gaspar Cortereal, in sailing around the North Atlantic in 1499, lost himself in what was afterward known as Hudson Bay. Cortereal spent considerable time in this large expanse of water, and, returning home, reported that he had discovered the straits which were supposed to connect the Atlantic with the Pacific. This short route to the Orient he christened the "Straits of Anian," a name whose origin has always been enveloped in conflicting traditions too hazy to be authentic, some historical writers even claiming that Cortereal was not responsible for the name, and that it originated with the Cabots, who were in the exploring business at the same time. Two oft-advanced theories of the origin of the name are: First, that it was taken from a province in Asia named Ania, or the Isle of Anian,—a very plausible theory, as the newly discovered waterway was supposed to lead to these Oriental provinces; Second, that Cortereal evolved the name from that of his brother Anus, who accompanied him on the expedition when he made the great discovery.

Inasmuch as no less an important navigator than Christopher Columbus had spent considerable time in searching for this passage, the importance of Cortereal's alleged discovery can be better appreciated; and for a great many years the merchants of the Old World continued wasting their money trying to get vessels through the mythical straits. Along in the sixteenth century they wearied of continually sailing up against the eastern coast, and for a change came round to the Pacific to begin their search for the western terminus of the alleged marine highway. In 1519 Magellan found his way into the Pacific via the straits which bear his name. He mistook

Terra del Fuego for the northern end of another continent, and Spain, by taking possession of the straits, flattered herself that she held the only gateway to the Pacific. New Spain then sprang into existence, and a splendid trade with the Orient was established. The Spaniards, however, paid but little attention to the Straits of Anian until 1542, when Don Antonio Mendoza, who presided over the destinies of Central America, or New Spain, fitted out two small vessels, the *San Salvador* and the *Victoria*, and sent them north under command of Juan Rodriguez Cabrillo to seach for them. Cabrillo died in January, 1543, and Bartolomé Ferrelo, who succeeded him in command of the expedition, continued the voyage, reaching about the 44th parallel, where he landed, returning, though, without making any special discoveries. Spain's undisputed sway on the Pacific continued until 1578, when Francis Drake, who was something less of a pirate than Captain Kidd, came through the Straits of Magellan with the *Golden Hind*, and proceeded up the coast, leaving a wake of terror and devastation behind him. He plundered the ports and the Spanish galleons, and left only that which he could not carry away. Fearing retribution in the way of a Spanish man-of-war if he attempted to return through the straits, he started northward, hoping to find the Straits of Anian. Authorities differ as to the latitude reached by Drake, 43° and 48° both being given as the most northerly point reached by him. However, he failed to find the fabled passage, and turned back for home by the same route he came, stopping on the way for five weeks on the Californian coast in what is now known as Drake's Bay.

He reached England with his rich cargo of plunder, was knighted and made much of, and the days of Spanish supremacy on the Pacific were numbered; for Drake's success induced a great number of others to follow in his tracks and spread ruin among the possessions of New Spain. Among the most noteworthy of these freebooters was Thomas Cavendish, and many prizes fell to his lot, the most prominent historically being the *Santa Anna*, a Spanish East India vessel which had been dispatched in search of the straits. The crew of the *Santa Anna* included two men whose names were destined to live in history,—Juan de Fuca and Sebastian Vizcaino. After the capture of their vessel they drifted back to Mexico, and five years later, in 1592, De Fuca set sail from San Blas in a small Spanish vessel and immortalized himself by discovering what was then thought to be the Northwest Passage, but which is now known as the straits which bear his name.


Sir Francis Drake

Of Juan de Fuca but little is known, and the most authentic account of his discovery is in a historical collection called "The Pilgrims," published in 1625 by Samuel Purchas. In this a note by Michael Lock, the elder, reads as follows:

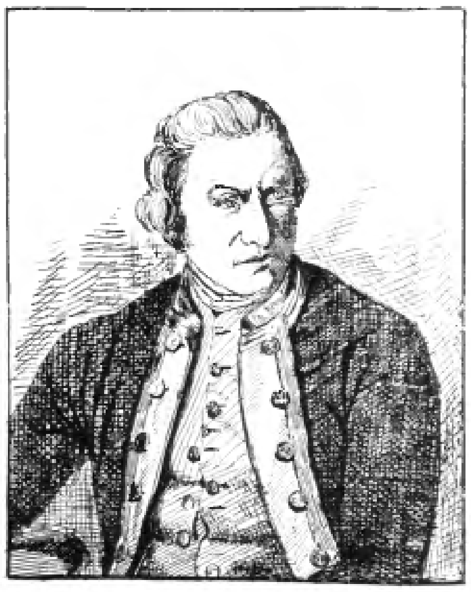
> "I met in Venice, in 1596, an old Greek mariner called Juan de Fuca, but whose real name was Apostolos Valerianos, who stated that in 1592 he sailed in a small caravel from Mexico in the service of Spain, along the coasts of Mexico and California, until he came to the latitude of 47°, and there, finding that the land trended north and northeast, with a broad inlet of sea, between 47° and 48° of latitude, he entered, sailing therein more than twenty days; and at the entrance of the said strait there is, on the northwest coast thereof, a great headland or island, with an exceeding high pinnacle or spired rock, like a pillar thereupon."

Many historical writers have questioned the truth of De Fuca's story, but there are so many reasons for believing that it is in the main correct, that it will be generally accepted as history. Inasmuch as it is not recorded in which direction or how fast he sailed, he may have strayed into the Gulf of Georgia and circumnavigated Vancouver Island in his twenty-day trip. The principal grounds on which many historians based their arguments for doubting the story of De Fuca's discovery seem to have been the existence of numberless incredible tales of voyages through the alleged straits, which had a tendency to throw discredit on a genuine discovery.

De Fuca's old shipmate, Sebastian Vizcaino, came north in 1603 under orders from King Philip III., reaching 43° north, where he discovered a river, probably the Umpqua, but was unable to enter it and returned to Acapulco, the captain and his pilot, Antonio Flores, dying on the way back. This, for a time, settled the search, but many still believed the story told by De Fuca, although nearly a couple of centuries rolled by before Spain made any great effort to again find the long-sought-for straits.

In 1772, according to well-authenticated stories and traditions, one of Spain's Oriental fleet, while on a voyage from China, laden with beeswax and Chinese bric-a-brac, was blown to the northward and wrecked near the mouth of the Columbia. Most historical writers have given the location of this wreck as being on the north side of the Columbia, but there is a strong probability that the scene of the wreck was near the mouth of the Nehalem River, at which place large quantities of beeswax have been and are still being found. Aside from the presence of the beeswax and other traces of the wreck, the Tillamook Indians have had the story handed down with considerable accuracy. Adam, a Tillamook chief, who died at Tillamook a few years ago, and who was a remarkably intelligent Indian, told the writer that his father, when a young man, had witnessed the wreck, and that all of the crew were drowned. As Adam was over one hundred years old at the time of his death, there is no reason to doubt that the Nehalem beeswax ship, of which so much has been written, was identical with the one wrecked in 1772.

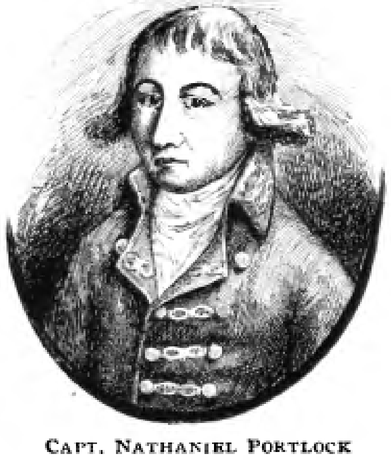
In August, 1774, Juan Perez in command, the Spanish transport *Santiago* discovered the west coast of Queen Charlotte's Island, and entered what Captain Cook afterward called Nootka Sound. From there Perez sailed south and found nothing. In 1775 Perez was followed by two other vessels, the *Santiago* and the *Sonora*, the former in command of Bruno Heceta, with Perez as pilot, the other by Lieut. Bodega Quadra. The *Santiago* made the land in 48° 27′ and crept cautiously down the coast, keeping close in-shore, but failing to find the much-sought straits. Heceta, however, came very near blundering on a most important discovery. He sailed up to the mouth of a seeming large river, but, being unable to enter, he concluded it was of no great importance, and sailed away after naming the high promontory at its entrance Cape St. Roc, a name which the Spaniards afterward transferred to the river, although it was left for an American to rediscover and make known its grand commercial advantages. Quadra, who was accompanied by Antonio Maurelle as pilot, went up as far as 58°, but, like his superior officer, returned to San Blas with nothing of importance to report.



Capt. James Cook

In 1776 Capt. James Cook, with his ships *Revolution* and *Discovery*, did considerable exploring in North Pacific waters. He also was looking for the Straits of Juan de Fuca, and sailed right up to Cape Flattery, which he named. He did not waste much time in this vicinity, and ornamented his log-book with a sneering reference to De Fuca's discovery, that has since been frequently quoted as an argument against the truth of it, although it certainly reflects more discredit on Cook than on the old Greek navigator. The entry in Cook's log reads as follows: "It is in this very latitude where we now are that geographers have placed the pretended Straits of Juan de Fuca. But we saw nothing like it, nor is there the least probability that ever any such existed." He then sailed for Nootka Sound, which he reached safely. Cook went north from Nootka and discovered Cook's Inlet, thence to Bristol Bay and named Cape Prince of Wales, cruised around the Alaskan coast and islands for a long time, and then went south in January, 1778, discovering the Hawaiian Islands and naming them after Lord Sandwich. March 7, 1778, he sighted land near the Umpqua River, but was driven to the south, afterward going north again. Following Cook in 1779, the Spaniards sent north their farewell exploring expedition. The vessels *Favorita* and *Princesa*, commanded by Lieutenants Arteaga and Quadra, sailed from San Blas early in February, and spent nearly the entire year exploring the Northwest coast, a greater part of the time being spent in Alaska. On their return the King of Spain decided that they owned the Northwest coast and that further exploration was unnecessary. Several years elapsed before the arrival of another vessel, but in April, 1785, Capt. James Hanna, with a sixty-ton brig and a crew of twenty men, sailed from Canton and arrived at Nootka in August. Hanna must have been reasonably successful, for he returned with a larger vessel the following year, the *Sea Otter*, 120 tons. The same year a mercantile association styled, "The King George's Sound Company," was formed in London. This association fitted out two ships, the *King George*, commanded by Capt. Nathaniel Portlock, and the *Queen Charlotte*, Capt. George Dixon. These ships[1] sailed from London in August, arriving at Cook's Inlet, July 19, 1786. Portlock, on coming up from the Sandwich Islands, went into Coal Harbor, Cook's Inlet, and to use his own words was "not a little mortified" to find representatives of some other nation there ahead of him. These were some Russians, who had left their vessel at Kodiak and were down there on a trading expedition in small boats.

Portlock sailed from Cook's Inlet for Nootka, but could not reach it and so returned to the islands. He came back to Nootka again in May, 1787, and found the snow[2] *Nootka*, in command of Lieut. John Meares of the English navy, who had left Bengal in May, 1786, and, arriving at Prince William's Sound in October, had wintered there, many of his crew dying of scurvy. The *Sea Otter*, Captain Tipping, had been there ahead of the *Nootka* and gathered up so many furs that Portlock decided to push on for King George's Sound at once. He traded there a while and then went to China and thence to England. The *Nootka* was flying the flag of the East India Company, which had dispatched two vessels from Calcutta, one of which was lost off the coast of Kamchatka. The *Nootka*, however, made a safe and prosperous voyage.



Capt. Nathaniel Portlock
From a print published in London, 1789

The Bombay merchants, under the directions of James Strange, sent two vessels at the same time that Meares set out from Bengal. They were the snow *Captain Cook*, Captain Lorie, three hundred tons, and the snow

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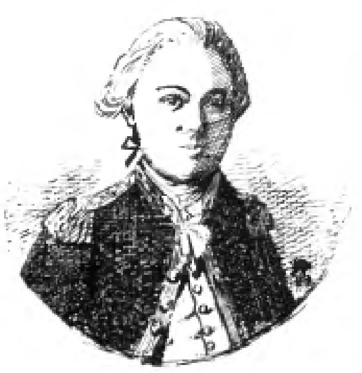
[1] The *Queen Charlotte's* officers were: Captain, George Dixon; mates, John E. Carew, James Turner, George White; surgeon, William Lander; assistant trader, William Beresford; steward, Henry Forrester; boatswain, John Gatenby; carpenter, John Sadler; and twenty-four seamen. The *King George*, 320 tons, was officered by the following: Captain, Nathaniel Portlock; mates, William McLeod, Samuel Hayward, John Christleman; surgeon, James Hogan; traders, Robert Hill, William Wilbye; boatswain, Archibald Brown; carpenter, Robert Horn; and fifty seamen and boys.

[2] A square-rigged vessel, differing from a brig only in that she has a trysail mast close abaft the mainmast, on which a large trysail is hoisted.

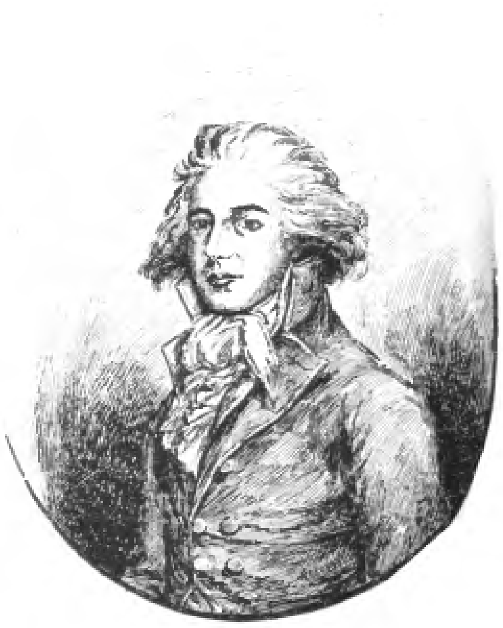
Experiment, Captain Guise, one hundred tons. Captain Peters sailed from Macao in July in the snow *Lark*, 220 tons, with forty men, and went to Kamchatka; but on his return the vessel was wrecked on Copper Island, and all but two were drowned. The principal object of these vessels was trade, but none of them lost sight of the standing offer of £20,000 made by England to any British subject who would discover and sail through any passage from the Atlantic to the Pacific north of 52°, and they were all anxious to find the mythical straits. La Perouse, who was among the arrivals in 1786, having been sent by the French government, paid more attention to exploration and discovery than any of the others; and his account of his voyages was a most valued addition to the historical knowledge of this new country.


Jean Francis Galaup de la Perouse
Chef d'escadre des Armies Navales
From a print published in 1791

In 1787 the East India ship *Imperial Eagle*, Captain Barclay, while on a trading voyage to the Northwest coast, during which he gave Destruction Island its name, on account of having a boat's crew murdered by the Indians at that place, came into the entrance of the mysterious straits, but went no farther. The same year the ships *Princess Royal* and the *Prince of Wales* were added to the trading fleet, and late in the year the ships *Felice* and *Iphegenia*, flying the Portuguese flag, but owned and managed by Englishmen, sailed from China, the *Felice* being under the command of Capt. John Meares, who had sailed the *Nootka* two years before. She arrived at Nootka Sound May 13, 1788, and Meares immediately traded a pair of pistols with an Indian chief named Maquinna for a lease of the country thereabouts. He erected a house and stockade and detailed a portion of the crew of the *Iphegenia* to begin building a schooner. This vessel was named the *Northwest America*, and was the *first vessel* built in the Northwest. While the schooner was building, Captain Meares left by the *Felice* on the 28th of June for a coasting cruise southward, in the course of which he lifted a load of reproach from the memory of that ancient mariner, Juan de Fuca. On June 29th, at 3:00 P. M., Meares, who had been posted by Captain Barclay of the *Imperial Eagle* as to the existence of the straits lying south of Vancouver Island, entered and recognized them as being identical with those which De Fuca had mistaken for the Straits of Anian. He promptly righted the wrong done by Cook, when he questioned the existence of De Fuca's straits, by giving them the name of the original discoverer, Juan de Fuca. Meares then sailed across the straits and had an interview with Tatoosh, chief of the Indian tribe in that vicinity, perpetuating his name by christening the island at the entrance to the straits after him. The *Felice* continued to the southward, Meares sighting and naming Shoalwater Bay, calling what is now known as Tokes Point, Cape Shoalwater, and Leadbetter Point, Low Point. After naming Shoalwater Bay, he bore away to the southward and came decidedly near to discovering the Columbia. His journal of July 6th reads as follows:

> "A high bluff promontory bore off us S. E. at the distance of only four leagues, for which we steered to double, with the hope that between it and Cape Shoalwater we should find some sort of a harbor. We now discovered distant land beyond this promontory, and pleased ourselves with the expectation of it being Cape St. Roc of the Spaniards, near which they are said to have found a good port. By half past eleven we doubled this cape at the distance of three miles, having a clear and perfect view of the shore in every part, on which we did not discern a living creature or the least trace of habitable life. A prodigious easterly swell rolled on the shore, and the soundings gradually decreased from forty to but fifteen fathoms over a hard, sandy bottom. After we had rounded the promontory a large bay, as we had imagined, opened on our view, that bore a very promising appearance and into which we steered with every encouraging expectation. The high land that formed the boundaries of the bay was at a great distance, and a flat, level country occupied the intervening space; the bay itself took rather a westerly direction. As we steered in, the water shoaled to nine, eight and seven fathoms, when breakers were seen from the deck right ahead, and from the masthead they were observed to extend across the bay. We therefore hauled out and directed our course to the opposite shore to see if there was any channel or if we could discover any port. The name of Cape Disappointment was given to the promontory, and the bay obtained the title of Deception Bay. By an indifferent meridian observation, it lies in the latitude 46-10 north, and in the computed longitude of 135-34 west (true position 46-16-33 north, 124-3-14 east). We can now safely assert that no such river as that of St. Roc exists as laid down in the Spanish charts. To those of Maurelle we made continual reference, but without deriving any information or assistance from them. We now reached the opposite side of the bay, where disappointment continued to accompany us; and, being almost certain that there we should obtain no place of shelter for the ship, we bore up for a distant headland, keeping our course within two miles of shore."

Not finding the river St. Roc, Meares sailed back to Barclay Sound, giving Cape Beale its name on his arrival. He then dispatched his long-boat on an exploring and trading trip down the straits. She got as far as San Juan Inlet, where the savages gave the crew a hard battle. The long-boat had sailed nearly eighty miles in the straits and saw no indications of it lessening in size, and on their return he wrote: "Such an extraordinary circumstance filled us with strange conjectures as to the eastern extremity of this strait, which we concluded at all events could not be at any great distance from Hudson Bay."


Capt. John Meares
From a print published in 1779

When Meares returned to Nootka, the *Iphegenia* and the new schooner *Northwest America* were about ready for sea, the latter vessel leaving the ways soon after his arrival. Regarding this most important event, Meares' journal of September 20, 1788, contains the following:

> "At noon an event to which we had so long looked with anxious expectation, and had been the fruit of so much care and labour, was ripe for accomplishment. The vessel was then ready to quit the stocks, and, to give all due honour to such an important

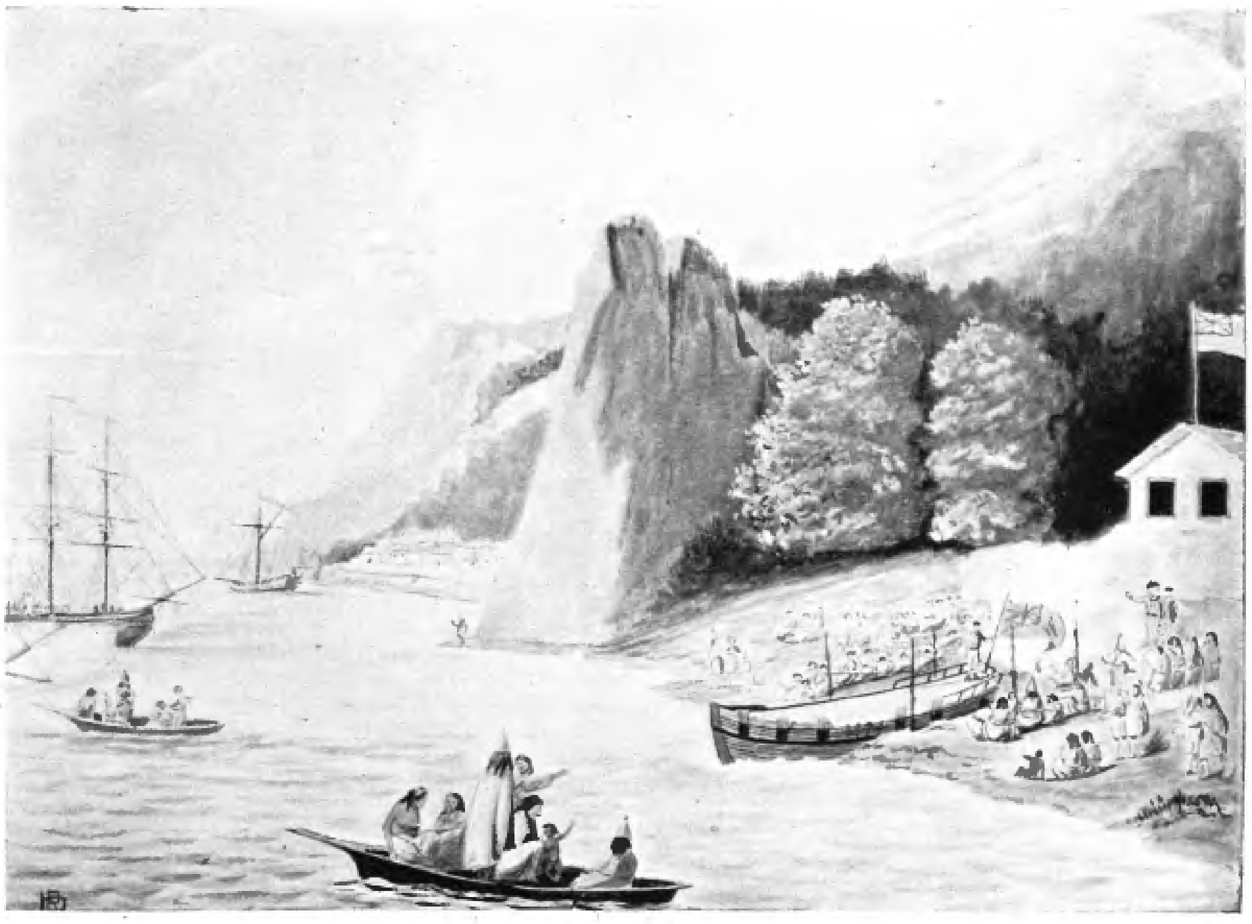
> scene, we adopted, as far as was in our power, the ceremony of other dock-yards. As soon as the tide was at its proper height, the English ensign was displayed on the shore and on board the new vessel, which at the proper moment was named the *Northwest America*, as being the first bottom ever built and launched in this part of the globe. It was a moment of much expectation; the circumstances of our situation made us look to it with more than common hope. Maquinna, Callicum, and a large body of their people who had received information of the launch, were come to behold it. The Chinese carpenters did not very well conceive the last operation of a business in which they themselves had been so much and so materially concerned, nor shall we forget to mention the chief of the Sandwich Islands, whose every power was absorbed in the business that approached, and who had determined to be on board the vessel when she glided into the water. The presence of the Americans ought also to be considered when we are describing the attendant ceremony of this important crisis, which, from the labour that produced it, the scene that surrounded it, the spectators that beheld it, and the commercial advantages as well as civilizing ideas connected with it, will attach some little consequence to its proceeding in the mind of the philosopher as well as in the view of the politician, but our suspense was not of long duration. On the firing of a gun, the vessel started from the ways like a shot; indeed she went off with so much velocity that she had nearly made her way out of the harbor; for the fact was that, not being very much accustomed to this business, we had forgotten to place an anchor and cable on board to bring her up, which is the usual practice on these occasions. The boats, however, soon towed her to her intended station, and in a short time the *Northwest America* was anchored close to the *Iphegenia* and *Felice*.

Commenting on the surprise expressed by Tianna, the Kanaka chief, Meares says:

> "Nor were the natives of the Sound who were present at this ceremony less impressed by a series of operations, the simplest of which was far above their comprehension; in short this business did not fail to raise us still higher in their good opinion and to afford them better and more correct notions than they hitherto possessed of the superiority of civilized over savage life."

The schooner was of about forty tons burden, and Robert Funter was placed in command.

September 28th Meares sailed for Canton, followed on the 27th of October by the *Iphegenia* and the *Northwest America*. Eleven days before he sailed, Capt. Robert Gray and Capt. John Kendrick arrived with the brig *Washington* and the ship *Columbia*. The expedition of Gray and Kendrick with the *Columbia* and *Washington* was one of the results of the publication of Cook's journal of his third voyage. The Bostonians read with a great deal of interest how the natives of this far-away country willingly bartered away valuable sea-otter and other furs, worth from $20 to $100 each, for a few beads, knives or cheap brass trinkets; and, in order to be among the first in the field, Joseph Barrell, Charles Bullfinch, John Derby, Capt. Crowell Hatch, of Boston and vicinity, and John M. Pintard, of New York, formed a stock company and purchased the ship *Columbia*, and a consort for her called the *Washington*, a 90-ton sloop. These vessels were dispatched from Boston, September 30, 1787, the *Columbia*[3] in command of Capt. John Kendrick and the *Washington* in command of Capt. Robert Gray. Inasmuch as the *Columbia* was the first American vessel to carry the Stars and Stripes around the globe and the first vessel to enter the great river of the West, to which her name was given, and by which she gave the United States title to that magnificent domain now represented by the States of Oregon, Washington and Idaho, more than passing notice must be given of her first voyage.



LAUNCHING OF SCHOONER "NORTHWEST AMERICA," SEPTEMBER 20, 1788
From a drawing by Capt. John Meares

The *Columbia* and her consort made a good run to the Cape Verde Islands, where they remained for nearly two months, Simon Woodruff, the mate, and Dr. Roberts, the surgeon, leaving the *Columbia* there. The voyage was resumed on the 28th of February, 1788. They encountered very heavy weather for a month, and on April 1st lost sight of each other in latitude 57–57 and longitude 42–40 west, each vessel proceeding independently the rest of the way. In June the *Washington* caught the northeast trade and came along quite lively, sighting the coast of New Albion, near Cape Mendocino, August 2d. A few Indians came aboard at this point, but they continued on up the coast, in latitude 44–20 sighting what Gray noted in his log-book as "the entrance of a large river, where commercial advantages might be reaped" (probably the Alsea River). At Cape Lookout some of the men went ashore, and, in a skirmish with the natives, a colored boy who had been shipped at St. Jago was killed and a sailor severely wounded. Captain Gray lost no time in getting away from this unpleasant place, which he gave the name of Murderer's Harbor, although Haswell, the mate, wrote in his log-book that he thought it must be "the entrance of the river of the West and not a safe place for any but a very small vessel to enter." This mythical "Great River" had been looked for by explorers all the way from Lower California to Alaska, and when Gray was so near it, as he must have been when his trouble with the natives occurred, he was unfortunate enough to have such a good breeze that he sailed right past a considerable length of coast without standing in, thereby postponing his great discovery four years. On the 16th of August they arrived at Nootka Sound, where they met with a kindly reception from Meares and Douglas of the *Felice* and *Iphegenia;* and three days later they joined with the English in celebrating the launch of the first vessel built in the Northwest, the schooner *Northwest America*, previously mentioned. A week later the *Columbia* arrived. She had lost two men by scurvy, and many of her crew were in a terrible condition. After parting with the *Washington* she had encountered terrific gales, and put in at Juan Fernandez for repairs, sailing seventeen days later. Both crews remained at Friendly Cove on Nootka Sound, where they did some very profitable trading, in one place securing $8,000 worth of sea-otter skins for about $100 worth of cheap chisels.

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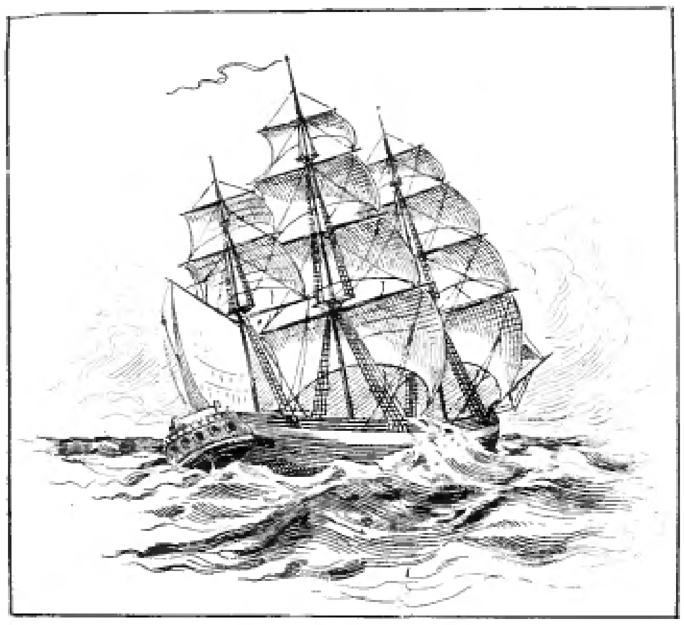
[3] The ship *Columbia* was built in 1773 by James Briggs, at Hobart's Landing, on North River. She was a full-rigged ship of 212 tons burden, two decks, and mounted ten guns. Capt. John Kendrick was an experienced officer, about forty-five years of age when he took command of the *Columbia*. He had done considerable privateering during the Revolution, and after the war had been in charge of several merchant vessels. After his second trip from this coast he was trading between the Sandwich Islands and Boston, and was accidentally killed at Hawaii about 1800. *Columbia's* crew: First mate, Simon Woodruff; second mate, Joseph Ingraham; third mate, Robert Haswell; boatswain, John B. Cordis; clerk, Richard S. Howe; surgeon, Dr. Roberts; astronomer, J. Nutting; mate on the sloop, Davis Coolidge.

In 1789 the *Washington* started on a cruise, during which Gray visited the islands of the north, giving names to Cape Ingraham, Pintard Sound, Hatch's Island, Derby Sound, Barrell's Inlet and Washington's Island, now known as Queen Charlotte's Island. When they returned to Nootka, they found the Spaniards claiming sovereignty over all that region. The *Iphegenia* and the new schooner *Northwest America* returned to Nootka Sound in April and were seized on their arrival by the Spaniards, who also gathered in the vessels *Princess Royal*, *Argonaut* and *Prince of Wales* for attempting to form establishments in what they called their dominion. The vessels were afterward released and an arrangement made between the Courts of Madrid and London by which Spain was to restore all property seized to the British, Captain Vancouver being commissioned to see that this arrangement was carried out.


Ship "Columbia"

While the Spanish had possession of the country, they indulged in a little exploring on their own account; and in the year 1790 Capt. Manuel Quimper, in the *Princess Real*, sailed from Nootka, entered and named Port San Juan, coasted along to Beacher and Pedder bays, and on the 30th of June passed through Royal Roads, naming it Xolano Bay, anchoring that night in Esquimalt, which he named Port Valdez. Afterward, while cruising around in this vicinity, he discovered and named Haro Straits, in honor of his sailing master. He also named Victoria's harbor, Cordova Bay. On the 4th of July he crossed the straits to Dungeness, which he named Santa Cruz. Quimper had poor success in making his names stick, but enough of them still remain to perpetuate the memory of this famous navigator. He called the Straits of Juan de Fuca, which he mistook for an inlet, Ensenada de Caamano, and Haro Straits, Canal de Lopez de Haro.

The Bostonians had learned enough of the commercial advantages of the Northwest to cause them to desire more of the new field, so in 1790 the brig *Hope*, in command of Joseph Ingraham, who had sailed in the *Lady Washington* with Gray, sailed from Boston in September, arriving at Queen Charlotte in June, 1791. The same year the *Lady Washington*, transformed into a brig, returned to the coast from China, and another Boston ship, the *Jefferson*, Captain Roberts, arrived at Nootka. The American ship *Margaret*, Captain Magee, from New York, was also trading on the coast, and for the first time in many years the French were represented by a vessel, the *Solide*, Captain Marchand. The ship *Grace*, Capt. William Douglas, was the principal representative of the British fleet.

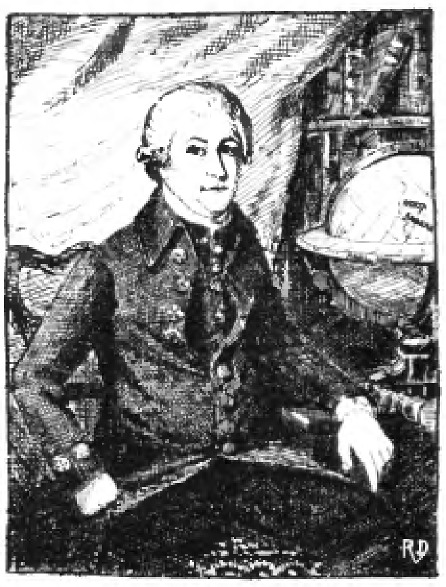
The following year more than thirty vessels were sailing around the Northwest coast, and most of the principal nations of the earth were represented, the American and English flags predominating. Among them were the American vessels *Hope*, *Margaret*, *Jefferson*, *Lady Washington*, *Hancock*, *Jenny*, *Columbia* and *Adventure.* Most of these had been here the previous year, but the *Adventure* was a Northwest product just launched. England had the brigs *Three Brothers*, *Halcyon*, *Venus* and *Florinda*, the ships *Butterworth*, *Grace* and *Daedalus*, the *Discovery*, *Chatham*, *Prince William Henry*, *Prince Le Boo* and *Jackal.* Two Portuguese traders, the *Felice* and the *Fenix*, were here, and a 500-ton French ship, the *Flavia*, spent considerable time in the Northwest. Spain looked after her interests with the transports *Aranzazu*, *Sutil* and *Mexicana*, although several other vessels flew the Spanish flag, among them being the *Gertrudis* (originally the *Northwest America*), *Activa*, *Concepcion*, *St. Joseph*, *Princesa*, *San Carlos*, *Horcasitas*, and the newly acquired *Adventure*, bought from the Americans.

H. M. S. *Discovery*, Capt. George Vancouver, First Lieut. Zachariah Mudge, Second Lieut. Peter Puget, Third Lieut. Joseph Baker, Master Joseph Whidby, with a crew of one hundred all told, and H. M. S. *Chatham*, Lieut. W. R. Broughton, with a crew of forty-five, sighted the Pacific Coast, April 18, 1792, in the neighborhood of what is now known as Cape Mendocino. Vancouver had left England over a year before to settle up the Spanish difficulty at Nootka Sound, but had stopped at Australia, New Zealand, Cape of Good Hope, Society and Sandwich islands while *en route*. After sighting land, Vancouver proceeded northward, sighting and naming Cape Orford, and making careful notes of everything he saw on the way. How near he came to discovering the Columbia River can be judged from the following taken from his journal of April 27th :

> "Noon brought us in to a conspicuous point of land comprised of a cluster of hummocks, moderately high and projecting into the ocean. On the south side of the promontory was the appearance of an inlet or small river, the land not indicating it to be of any great extent ; nor did it seem to be accessible for vessels of our burden, as the breakers extended from the above point two or three miles out into the ocean, until they joined those on the beach, nearly four leagues farther south. On reference to Mr. Meares' description of the coast south of this promontory, I was first induced to believe that it was Cape Shoalwater ; but, on ascertaining its latitude, I presumed it to be that which he called Cape Disappointment, and the opening south of it, Deception Bay. This cape we found to be in latitude 46-19 and longitude 136-6. The sea had now changed from its natural color to the river-colored water, the probable consequence of some stream falling into the bay, or into the opening north of it, through the lowland. Not considering this opening worthy of more attention, I continued our pursuit to the northwest, being desirous to embrace the advantages of the now prevailing breezes and the pleasant weather, so favorable to the examination of the coasts."

On the 29th of April he gave his reasons for not thinking it was a river:

> "Considering ourselves on the point of commencing an examination of an entirely new region, I cannot take leave of the coast already known without obtruding a short remark on that part of the continent, comprehending a space of nearly 215 leagues, on which our inquiries have been lately employed, under the most fortunate and favorable circumstances of wind and weather. So minutely has this coast been inspected, that the surf has been constantly seen to break on its shores from the masthead, and it was but a few small intervals only our distance precluded it being seen from our deck. Whenever the weather prevented our making free with the shore, or on heading off for the night, the return of fine weather and of daylight uniformly brought us, if not to the identical spot we had departed from, at least within a few miles of it, and never beyond the northern limits of the coast we had previously seen. An examination so directed, and circumstances so concurring to permit its being so executed, afforded the most complete opportunity of determining its various turnings and windings, as also the position of all its conspicuous points, ascertained by meridianal altitudes for the latitudes, and observations for the chronometer, which we had the good fortune to make constantly once, and, in general, twice every day, the preceding one only excepted. It must be considered a very singular circumstance that, in so great an extent of sea-coast, we should not until now have seen the appearance of any opening in its shores which presented any prospect of affording a shelter, the whole coast forming one compact and nearly straight barrier against the sea."



CAPT. GEORGE VANCOUVER

Thus did the great explorer narrowly escape discovering the mighty Columbia ; and, while he was still arguing to himself against its existence, sundry notes in his log-book show that he still entertained a doubt about the great river being altogether a myth. However, he sailed on up the coast and at daylight May 29th, when in the neighborhood of the Straits of Juan de Fuca, met the American ship *Columbia* bound south. Captain Gray of the *Columbia* told Vancouver that his ship had been off the mouth of a river in 46° 10′, which was no doubt a large one, as the current prevented his entering for nine days. He also gave Vancouver the position of the Straits of Fuca, then twenty-four miles to the northward. After the vessels parted, Vancouver entered the straits, passing between Tatoosh Island and Duncan Rock, which he named after the navigator who had first described the place to him. Vancouver's explorations in the straits and on the Sound were very extensive, and his name will always be remembered and perpetuated through the names he gave to the various localities which he visited. After anchoring the first night in what is now known as Neah Bay, he sailed on up the Sound and anchored in and named Port Discovery, naming Dungeness after the low point of the same name in the English Channel, Mount Baker after his third lieutenant, who was the first to discover the mountain, and Puget Sound after his second lieutenant, Peter Puget. From Port Discovery he went to Port Townsend, which he named after his friend, the marquis of that name, and Mount Rainier after Admiral Rainier of the royal navy. He also explored and named Admiralty Inlet, Hood's Canal, Point Wilson, Point Grey, Point Roberts, and Burrard's Inlet. Vancouver continued his explorations until he circumnavigated the land which now bears his name, proving it to be an island. On his arrival at Nootka in August he found the Spanish commandant, Quadra, awaiting him, for the purpose of adjusting the difficulties, which, however, they were unable to do, as each viewed the matter in a different light. Nevertheless they remained the best of friends, and to commemorate their friendship they named the island Quadra and Vancouver ; but, as the British ultimately secured control of the island, Quadra was dropped from the name.

From Nootka, Vancouver sailed south, intending to enter and explore the river he had overlooked on his voyage north. He left his storeship *Daedalus* in Gray's Harbor, but owing to the bad weather failed to get into the Columbia with the *Discovery*. Vancouver wintered in the south, and came up again in the spring of 1793, continuing his explorations along the northern coast. His work in this line was remarkable for the thorough manner in which it was done, despite the difficulties that beset him. He guided his unhandy vessels through the intricate channels along the northern coast, where, even in the later era of steam and modern appliances of navigation, the undertaking is not an easy one. The *Discovery* and *Chatham* kept at their task all summer, and did not get back to Nootka until October, Vancouver then sailing south to winter. Before sailing north in the spring of 1794, he took formal possession of the Sandwich Islands in the name of England. In the spring of 1794, Vancouver[4] went to Cook's Inlet and spent the summer surveying and charting the Alaskan coast, finishing up the work in August and sailing from Nootka in October for Monterey, where he learned that his interpretation of the agreement between England and Spain was correct, and that Spain was preparing to relinquish all claims to the northern settlements. From Monterey he sailed homeward, stopping *en route* at the famous Island of Cocos at Valparaiso and the Island of St. Helena, reaching London in October, after an absence of four years, eight months and twenty-nine days.

To return to the American discoverers: At Nootka, Kendrick and Gray exchanged commands, Gray taking the *Columbia* to China, via the Hawaiian Islands, and thence home to Boston, where she arrived August 10, 1790, having sailed by her log about fifty thousand miles. On the second voyage, Captain Gray and the *Columbia*[5] arrived at Clayoquot Sound, June 4, 1791, having sailed from Boston on the 28th of September, stopping at the Falkland Islands on the way out. On arriving here he went on a coasting cruise around Queen Charlotte's Island, during which three of his men were massacred by the Indians, who were very treacherous. On going to the north side of Queen Charlotte's Island, Gray met the Boston brig *Hancock*, Captain Crowell. Kendrick, in his coast trading with Indians in the *Washington*, made some very good bargains, the deed for one tract of land, filed in the State Department at Washington, reading as follows:

> "In consideration of six muskets, a boat sail, a quantity of powder and an American flag (they being articles of which we at present stand in need of and are of great value), we do bargain, grant and sell unto John Kendrick of Boston a certain harbor in said Ahasset, in which the brig *Washington* lay at anchor on the 5th day of August, 1791, latitude 49° 50′, with all lands, mines, minerals, rivers, bays, harbors, sounds, creeks and all islands, with all the produce of land and sea, being a territory the distance of eighteen miles square, to have and to hold, etc., etc."

It was signed by Maquinna, Wicananish, Narry Yonk and Tarrasone.

Gray wintered again in Clayoquot Sound, where he put up a substantial building, and also built a 44-ton sloop, which was launched on the 23d of February, 1792, the second vessel built on the coast. She was named the *Adventure*, and on being fitted out was sent on a cruise in command of Haswell, Gray's old mate. She was a good sea boat and could outsail the *Columbia*, but the Americans sold her to Quadra soon after her completion.

After dispatching the *Adventure*, Gray sailed southward on a voyage fraught with mighty results,—a voyage that will be remembered as long as the United States exists. On the 29th of April, 1792, he fell in with Vancouver, and they exchanged notes, Gray telling the Englishman that he had recently been off the mouth of a river in 46-10, but was unable to enter it on account of the strong current setting out, but that he was now going to try it again. Vancouver mentioned passing the river, but said he thought it inaccessible on account of the breakers extending across its mouth. Gray also gave Vancouver a description of the entrance to the Straits of Juan de Fuca. When they parted Gray continued his voyage to the southward, and on the 7th of May, noticing an entrance, which, according to his log-book, "had a very good appearance of a harbor," he bore away and ran in, giving it the name of Bullfinch Harbor, a name that was afterward changed to Gray's Harbor. Gray sailed out of the harbor which now bears his name on the evening of May 10th, and at daybreak on the 11th he sighted his desired port. He ran in, skillfully threading his way between the breakers, and with little difficulty reached a point several miles from the entrance. He anchored at this point at 1:00 o'clock in ten fathoms of water, off what is now known as Chinook. The *Columbia* remained here three days, trading and taking in water, and on the 14th Gray stood up the river, going about fifteen miles, where he got out of the channel and grounded. He backed off without difficulty and the next day dropped down to better anchorage. On the 19th he landed near the mouth of the river and formally named it after his ship *Columbia*, raised the American flag, planted some coins under a large pine tree, and took possession in the name of the United States, naming the conspicuous headland on the north Cape Hancock and the low sand-spit on the south Point Adams. The following extracts regarding Gray's great discovery were taken from his log-book:

> "May 7, 1792, A. M.—Being within six miles of the land, saw an entrance, which had a very good appearance of a harbor; lowered away the jolly-boat and went in search of an anchoring place, the ship standing to and fro, with a very strong

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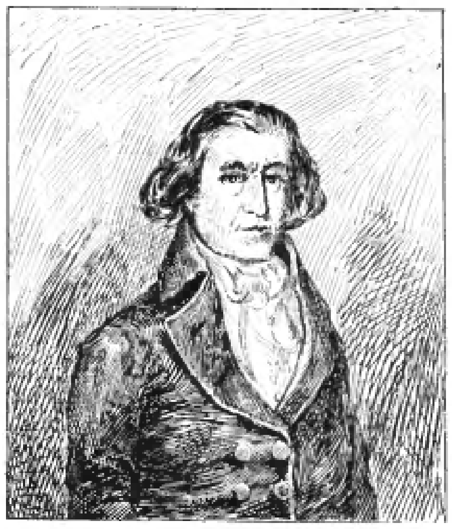
[4] Capt. George Vancouver was born in 1758 and entered the navy at the age of thirteen. He served for three years as a boy on the *Resolution* with Captain Cook, and as midshipman on the *Discovery* for four and a half years, passing as lieutenant in October, 1780, under certificates from Captains Cook, Gore, Clerk and King. He afterward served as lieutenant under Lord Rodney in the West Indies. It was in 1791 that he was selected by the Admiralty to proceed to the Northwest coast to settle the difficulties with Spain and explore the country. On his return from this remarkable voyage he was promoted to port captain, but lived but a short time to enjoy his well-earned laurels, dying at the early age of forty years, at his home in Surrey, in May, 1798. He was buried in Petersham churchyard in the same county, where a tablet was erected to his memory in 1841 by the Hudson's Bay Company.

[5] On this second voyage of the *Columbia* she was officered as follows: Captain, Robert Gray; first mate, Robert Haswell; second mate, Josiah Caswell; third mate, Owen Smith; clerk, John Hoskins. Capt. Robert Gray was a native of Tiverton, R. I., a descendant of one of the early settlers of Plymouth. He had been in command of the ship *Pacific* in the South Carolina trade, and was also an officer in the Revolutionary navy. He commanded several vessels after his return to Boston in 1793, and died in 1806 at Charleston, S. C.

weather current; at 1 P. M. the boat returned, having found no place where the ship could anchor with safety; made sail on the ship; stood in for the shore; we soon saw, from our masthead, a passage in between the sandbars; at 3:30 bore away and run in N. E. by E., having from four to eight fathoms, sandy bottom; and, as we drew in nearer between the bars, had from ten to thirteen fathoms, having a very strong tide of ebb to stem; many canoes alongside. At 5 P. M. came to in five fathoms of water, sandy bottom, in a safe harbor, well sheltered from the sea by long sandbars and spits; our latitude observed this day was 46° 58′ N. May 10—Fresh breezes and pleasant weather; many natives alongside; at noon all the canoes left us; at 1 P. M. began to unmoor; took up the best bower anchor and hove short on the small do.; at Bullfinch's Harbor, now called Whitby's Bay, 4:30 being high water, hove up the anchor and came to sail and a-beating down the harbor. May 11—At 7:30 we were out clear of the bars, and directed our course to the southward, along shore. At 8 P. M. the entrance of Bullfinch's Harbor bore north, distant four miles; the southern extremity of the land bore S. S. E. ½ E., and the north do., N. N. W.; sent up the main topgallant yard and set all sail; at 4 A. M. saw the entrance of our desired port, bearing E. S. E., distance six leagues in steering sails, and hauled our wind in shore; at 8 A. M., being a little to windward of the entrance of the harbor, bore away, and in E. N. E. between the breakers, having from five to seven fathoms of water. When we were over the bar we found this to be a large river of fresh water, up which we steered; many canoes came alongside. At 1 P. M. came to, with small bower, in ten fathoms; black and white sand; the entrance between the bars bore W. S. W., distance ten miles; the north side of the river half a mile distant from the ship, the south side do., two and a half miles distant; a village on the north side of the river, W. by N., distant three-quarters of a mile. Vast numbers of natives came alongside; people employed in pumping the salt water out of our water-casks in order to fill with fresh while the ship floated in. So ends. May 14—Fresh gales and cloudy; many natives alongside. At noon weighed and came to sail, standing up the river N. E. by E. We found the channel very narrow. At 4 P. M. we had sailed upwards of twelve or fifteen miles, when the channel was so very narrow that it was almost impossible to keep in it; having from three to eighteen fathoms of water, sandy bottom, at 4:40 the ship took ground, but she did not stay long before she came off without any assistance; we backed her off, stern foremost, into three fathoms, and let go the small bower, and moored ship with kedge and hawser; the jolly-boat was sent to sound the channel out, but it was not navigable any further; so, of course, we must have taken the wrong channel. So ends, with rainy weather; many natives alongside. Tuesday, May 15—Light and pleasant weather; many natives from different tribes came alongside. At 10 A. M. unmoored and dropped down with the tide to a better anchoring place. Smiths and other tradesmen constantly employed. In the afternoon Captain Gray and Mr. Hoskins, in the jolly-boat, went on shore to take a short view of the country. May 16—Light airs and cloudy. At 4 A. M. hove up the anchor and towed down about three miles with the last of the ebb tide; came into six fathoms, sandy bottom, the jolly-boat sounding the channel. At 10 A. M. a fresh breeze came up the river. With the first of the ebb tide we got under way and beat down the river. At 1, from its being very squally, we came to, about two miles from the village Chinook, which bore W. S. W. Many natives alongside; fresh gales and squally. May 18—Pleasant weather; at 4 in the morning began to heave ahead; at 4:30 came to sail, standing down the river with the ebb tide; at 7, being slack water and the wind flattering, we came to in five fathoms, sandy bottom; the entrance between the bars bore S. W. by W., distance three miles; the north point of the harbor bore N. W., distance two miles; the south bore S. E., distance two miles; the south bore S. E., distance three and a half miles; at 9 a breeze sprung up from the eastward; took up the anchor and came to sail, but the wind soon came flattering again; came to with the kedge and hawser; veered out fifty fathoms. Noon, pleasant; latitude observed, 46:17 N. At 1 came to sail with the first ebb tide, and drifted down, broadside, with light airs and strong tide; at three-quarters past, a fresh wind came from the northward; wore ship and stood into the river again. At 4 came to in six fathoms; good holding ground, about six or seven miles up; many canoes alongside. May 19—Fresh winds and clear weather. Early a number of canoes came alongside; seaman and tradesmen employed in their various departments. Captain Gray gave this river the name of Columbia River, and the north side of the entrance Cape Hancock, the south side Adams' points. May 20—Gentle breeze and pleasant weather. At 1 P. M., being full sea, took up the anchor and made sail, standing down river; at 2 the wind left us, we being on the bar with very strong tide, which set on the breakers; it was not possible to get out without a breeze to shoot her across the tide, so we were obliged to bring up in three and a half fathoms, the tide running five knots; at 2:45 a fresh wind came in from the seaboard; we immediately came to sail and beat over the bar, having from five to seven fathoms of water; a breeze came from the southward. We bore away to the northward, set all sail to the best advantage. At 8 Cape Hancock bore S. E., distant three leagues; the north extreme of the land in sight bore N. by W. At 9, in steering and topgallant sails. Midnight, light airs."



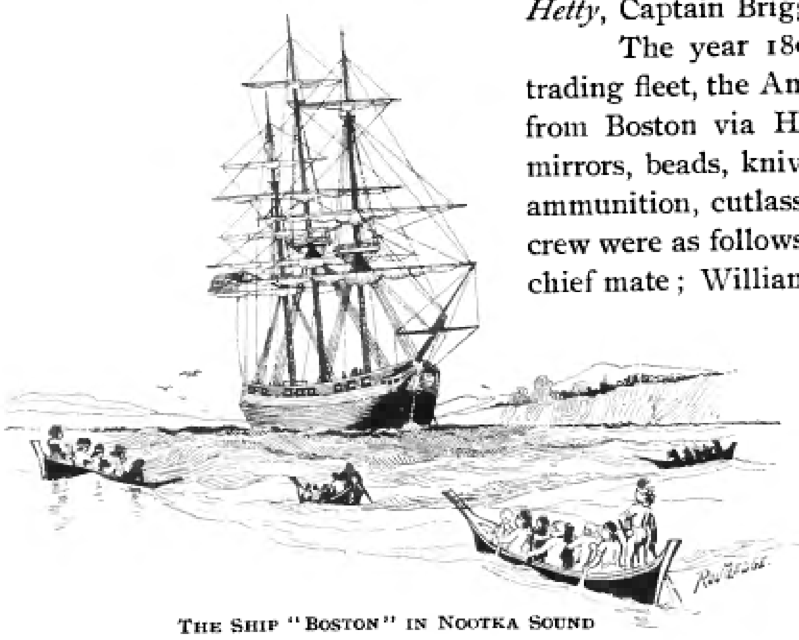
CAPT. ROBERT GRAY

Following the *Columbia* came the American brig *Jenny* from Bristol, R. I., in command of Captain Baker, who received his share of glory for bringing the second ship into the river by having the bay in which he anchored retain his name. Vancouver's consort, the *Chatham*, also entered the river the same year, coming in October 20th, and grounding on the bar where the British surveying ship *Sulphur* struck in 1839. The *Chatham* remained in the river about three weeks, during which time Captain Broughton made a survey of the channel for one hundred miles from its mouth, naming the farthest point inland which he reached after his commanding officer, Vancouver.

There was but little change in the number or in the vessels comprising the fleet trading in these waters during the next few years. Nearly all of the old-timers continued trafficking here, with an occasional addition to the list. Captain Broughton returned with the *Discovery* again in 1796, finding the *Lady Washington*, *Sea Otter*, *Fenix* and others that were here when he left.

In 1797 the *Sea Otter* entered the Columbia River, and while there her master, Hill, was killed. Three Boston ships were on the Coast this year, the *Hazard*, Captain Swift, *Indian Packet*, Captain Rogers, and the *Dispatch*, Captain Bowers. The *Hazard* remained over through the next season, returning to Boston in 1799. Other vessels of 1798 were the *Alexander*, Captain Dodge, the *Elisa*, Captain Rowan, the *Alert*, Captain Bowles, the *Jenny*, Captain Bowers, and the cutter *Dragon*, Captain Lay. The *Dragon* had come over from China, and the following year was sold to a young man named Cleveland, who changed her name to the *Caroline* and fitted her out for a fur-trading expedition. He arrived on the Coast in March and met the *Elisa*, which had returned after wintering at the Islands, and the Boston ships *Ulysses*, Captain Lamb, the *Dispatch*, Captain Breck, and the *Hancock*, Captain Crocker. The British ships *Cheerful*, Captain Beck, and the *Dove*, Captain Duffin, were also here this year. The latter vessel, the *Hazard*, the *Jenny* and the *Alert* came in 1800, and were reinforced by the *Rover*, Captain Davidson, and the *Alexander*, Captain Dodd. The Boston brigantine *Betsy*, in command of Capt. Charles Winship, was trading and fur-hunting along the coast.

The American traders in 1801 were quite numerous. No less than ten arrived from Boston. They were the *Polly*, Captain Kelly, the *Belle Savage*, Captain Ockington, the *Caroline*, Captain Derby, the *Charlotte*, Captain Ingersoll, the *Globe*, Captain McGee, the *Guatimozin*, Captain Bumstead, the *Atahualpa*, Captain Wildes, the *Dispatch*, Captain Dorr, the *Littler*, Captain Dorr, and the *Lucy*, Captain Pierpont. Three other vessels, the *Manchester*, Captain Brice, the *Lavinia*, Captain Hubbard, and the *Enterprise*, Captain Hubbell, from Philadelphia, Bristol and New York respectively, were also here in 1801. The *Manchester* met with serious loss at Nootka the following year when seven of her men deserted and were afterward murdered by the Indians. The only new names on the list for 1802 were the *Catherine*, Captain Worth, the *Vancouver*, Captain Brown, the *Hetty*, Captain Briggs, and the *Juno*, Captain Kendrick.



THE SHIP "BOSTON" IN NOOTKA SOUND
From drawing by Armorer Jewett

The year 1803 was productive of a terrible disaster to one of the trading fleet, the American ship *Boston*. She arrived at Nootka March 12th, from Boston via Hull, England, with a cargo of English cloths, blankets, mirrors, beads, knives, razors, sugar, molasses, twenty hogsheads of rum, ammunition, cutlasses, pistols and 3,000 muskets and fowling pieces. Her crew were as follows: John Salter, of Boston, Mass., captain; B. De Louissa, chief mate; William Ingram, second mate; Edward Thompson, boatswain; Adam Siddle, carpenter; Philip Brown, joiner; John Dorthy, blacksmith; Abraham Waters, steward; Francis Duffield, tailor; John Wilson (colored), cook; William Caldwell, Joseph Miner, William Robinson, Thomas Wilson, Andrew Kelly, Robert Burton, James McClay, Thomas Platten, Thomas Newton, Charles Bates, John Hall, Samuel Wood, Peter Alstrom, Francis Martin, and Jupiter Senegal (colored), seamen; John Thompson, sailmaker; John R. Jewett, armorer. The latter and one other man were the sole survivors of the vessel. Jewett wrote a history of the tragedy, from which the facts here presented are taken.

On arrival at Nootka, the *Boston* traded with the Indians for several days, the utmost friendship apparently existing between them. Many presents were exchanged, and all went well until about the time the vessel was ready to sail for the north. The Captain had presented the chief, Maquinna, with a valuable shotgun, with which he seemed well pleased, but the day before the vessel was to sail the chief came on board with nine pair of ducks as a present, and also the gun, one of the locks of which he had broken, and told the Captain it was "peshak," meaning bad. Captain Salter was very much offended, considering it as a mark of contempt for his present. Calling the king a liar, and using other opprobrious epithets, he took the gun away from him and tossed it indignantly into the cabin. Maquinna, having met traders before, knew enough English to understand too well the meaning of the Captain's insulting terms. He soon went ashore with his chiefs, evidently much offended. On the twenty-second the natives came off as usual with salmon, and about noon Maquinna came alongside with a number of his chiefs in canoes. After going through the customary examination (they were required to leave their blankets and implements of warfare in the canoes before being permitted to board the ship), they were admitted on board, and gave a dance in their war paint. Then the king came to Captain Salter to learn when he was to sail. The Captain answered, "to-morrow." Maquinna advised him to get a supply of salmon for the trip. The Captain agreed to this, and the king promised to take part of the crew to Friendly Cove, where a supply could be obtained. Maquinna and the chiefs dined on board, after which the chief, mate and nine men left in the jolly-boat and yawl to fish. The armorer went below in the steerage, where he was employed in cleaning muskets.

In about an hour's time there was a great noise and confusion on deck. Jewett ran up the steerage stairs, but scarcely was his head above deck when he was caught by the hair by a savage and received a deep gash in his forehead from an axe, the wound penetrating the skull. He fell into the steerage, stunned and bleeding, and was discovered later on by the king. After he had recovered his life was spared because of his usefulness in making weapons. The heads of the captain and crew, arranged in a row on deck, were shown to him, but that of Thompson, the sailmaker, was not among them. He was afterward captured in the hold, where he had concealed himself, but on Jewett's pleading by signs, and claiming that he was his father and that he would be useful, his life was spared. A day or two after this the ship was run ashore and looted, but Jewett was permitted to save the ship's log and papers. Before she had been entirely unloaded and the casks of rum had been uncovered, one of the Indians accidentally set fire to the ship while below deck with a lighted torch. Jewett and Thompson remained captives for three years, Jewett learning the language and keeping a diary of events. On the command of the king he was married to a daughter of a northern tribe. He found that the northern chiefs were willing to assist himself and companions to escape by undertaking to deliver a letter to any vessel they might meet. They were rescued by Capt. Samuel Hill of the brig *Lydia* of Boston on July 19, 1805. Much of the cargo of the *Boston* which had not been destroyed by the Indians was recovered by the brig, including cannon, guns, cloth and blankets which had been stowed away by the king, and was subsequently returned to the owners in Boston.

The *O'Cain*, Captain O'Cain, was the best known of the fleet in 1803, with the exception of the *Boston*, although other vessels arriving were the *Mary*, *Juno*, *Alexander*, *Hazard*, *Alert*, *Vancouver* and *Lelia Byrd*. Most of these traders remained here the following year, and the Russian ship *Neva*, with Baranoff, the Governor of Russian America, was cruising in the Northwest, entering the Columbia River and Puget Sound.

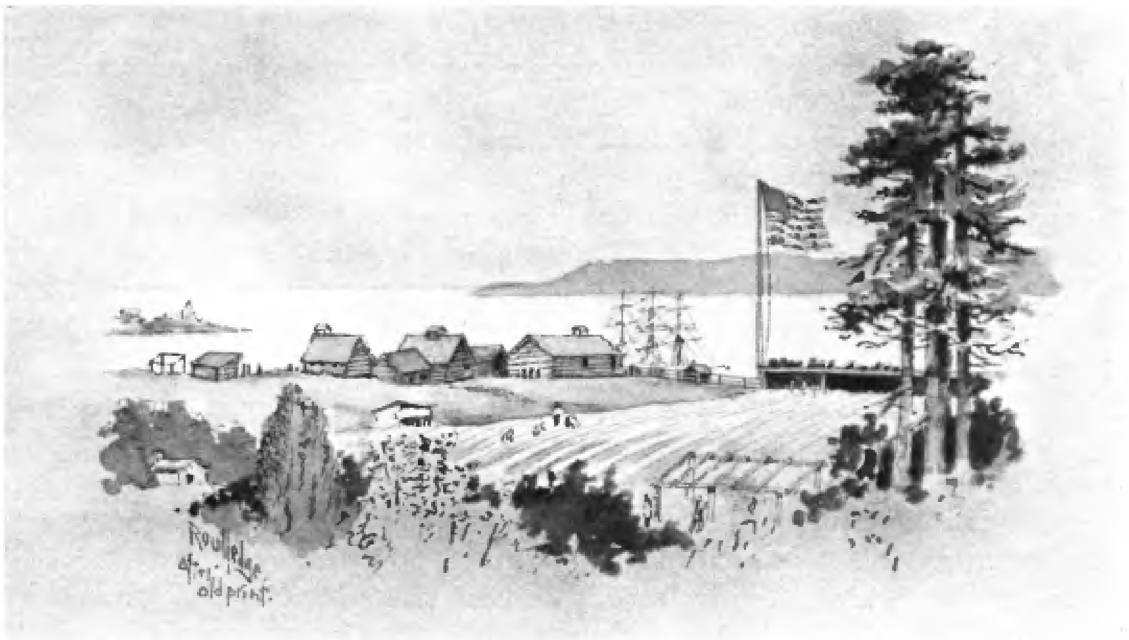
In 1805 the Boston ship *Atahualpa*, Captain Porter, was attacked by the Indians in Millbank Sound, and the captain, mate and six seamen killed. The brig *Lydia* of Boston, mentioned elsewhere, spent the most of the year trading in the north. She entered the Columbia River, and sailed for China in 1806.

New names appearing on the list for 1806 were the brig *Haley*, the ship *Hamilton*, the ship *Pearle*, the *Urodel* and *Peacock*. The *O'Cain* and several of the old fleet were also here. During the next five years but few of the old-timers left permanently, and new vessels coming included the *Augustus*, the *Eclipse*, the *Derby*, *Pearle*, *Mercury*, *Enterprise*, *Albatross*, *Isabella*, *New Hazard*, *Otter*, *Catherine*, *Amethyst* and *Charon*. Many of these vessels engaged in hunting sea otter and fur seal in a manner not unlike that now followed by the sealing schooners sailing out of Northwestern ports.

In 1809 the *Sea Otter* was wrecked near Cape Foulweather, several of her crew being drowned. The *Albatross*, which arrived in 1810, sailed up the Columbia about forty miles, and her master, Capt. T. Winship, went ashore, built a house and made a small clearing, intending to found a city where Oak Point is now located.

The year 1811 witnessed the establishment of one of the oldest American towns in the Northwest: Astoria. The American ship *Tonquin*, Capt. Jonathan Thorn, reached this port March 24th, bringing among other cargo the frame of the first vessel launched on the Columbia, the schooner *Dolly*, which left the ways at Astoria October 2, 1811. The *Dolly* had been intended for the coasting trade, but as she was but thirty tons burden she was used mostly for the river traffic, and with the downfall of the Astor enterprise fell into the hands of the British, who renamed her the *Columbia* and sent her to California. The *Tonquin* had been sent out by the Pacific Fur Company, which had been organized in New York the previous year, John Jacob Astor being the prime mover in the enterprise. She was a stanch vessel of about 290 tons burden, mounting ten guns, and carrying a crew of twenty men. At the time of her departure from New York the trouble, which afterward culminated in the war of 1812, was brewing, and so much hostility was expressed between the representatives of the two nations striving for the wonderful trade of the far Northwest, that the *Tonquin* was escorted out of New York by the famous old frigate *Constitution*. Aside from a continual conflict of authority between the captain and the traders aboard, her voyage to the Columbia was uneventful; but in attempting to enter the river the headstrong and surly captain sent eight of his crew to a watery grave through his unseemly haste to cross the bar before a raging storm had subsided.

After discharging the portion of her cargo destined for the new settlement at Astoria, the *Tonquin* set sail June 1st on a trading voyage to the north. A head wind kept her in Baker's Bay for a few days, but on the fifth she crossed out and went flying up the coast, never to return, and destined to make one of the most mournful chapters in the early marine history of the Northwest. There were twenty-three persons on board of the *Tonquin* when she left Astoria, and in Baker's Bay she picked up an Indian interpreter. Arriving at Vancouver's Island, the ignorant and vicious captain opened hostilities with the natives the first day. On their showing an aversion to trading at his prices, he kicked two of the chiefs off the ship, working the entire tribe into a frenzy. After stirring up this trouble and placing the lives of the crew in peril, he refused to heed their prayers and entreaties to leave the place, but instead taunted them with cowardice and unfounded fears.



ASTORIA IN 1812

At daybreak the next morning, while the captain and Mr. McKay were still asleep, a canoe with twenty Indians came alongside, commanded by young Shewish, a son of the chief whom Thorn had unceremoniously kicked ashore the day before. As they were unarmed and showed a disposition to traffic, they were admitted, as also was a canoe that followed them. In a little while other canoes approached, and Indians were soon climbing aboard on all sides. The officer now became alarmed and called the captain and Mr. McKay, who came on deck to find it thronged with hundreds of Indians, many of whom had knives concealed under short mantles of skins. Neither the interpreter nor Mr. McKay could prevail on Thorn to get under way until the increasing numbers frightened him, and he ordered the men on the sails and the anchor up. The Indians then wanted to trade and began hurriedly to barter their furs for knives on any terms the *Tonquin's* men desired to make. By the time the anchor was up the knives were pretty well distributed among the horde of savages. What happened is best told in Washington Irving's "Astoria," which was, in a measure, an official account of the Astor expedition. Irving says:

> "The anchor was now nearly up, the sails were loosed, and the captain in a loud and peremptory tone ordered the ship to be cleared. In an instant a signal yell was given, it was echoed on every side, knives and warclubs were brandished in every direction, and the savages rushed upon their marked victims. The first that fell was Mr. Lewis, the ship's clerk. He was leaning with folded arms over a bale of blankets engaged in bargaining, when he received a deadly stab in the back and fell down the companionway. Mr. McKay, who was seated on the taffrail, sprang to his feet but was instantly knocked down with a warclub and flung backwards into the sea, where he was dispatched by the women in the canoes. In the meantime Captain Thorn made a desperate fight against fearful odds. He was a powerful as well as a resolute man, but he had come upon deck without weapons. Shewish, the young chief, singled him out as his particular prey and rushed upon him at the first outbreak. The captain had barely time to draw a clasp knife, with one blow of which he laid the young savage dead at his feet. Several of the stoutest followers of Shewish now set upon him; he defended himself vigorously, dealing crippling blows to right and left and strewing the quarterdeck with dead and wounded. His object was to fight his way to the cabin where there were firearms, but he was hemmed in with foes, covered with wounds and faint with loss of blood. For an instant he leaned upon the wheel, when a blow from behind with a warclub felled him to the deck, where he was dispatched with knives and thrown overboard. While this was transacting upon the quarterdeck a chance medley fight was going on throughout the ship. The crew fought desperately with knives, handspikes, and whatever weapons they could seize upon in a moment of surprise. They were soon overpowered by numbers and mercilessly butchered.
>
> "As to the seven who had been sent aloft to make sail, they contemplated with horror the carnage that was going on below. Being destitute of weapons they let themselves down by the running rigging in hopes of getting between decks. One fell in the attempt and was instantly dispatched; another received a death-blow in the back as he was descending; a third, Stephen Weekes, the armorer, was mortally wounded as he was getting down the hatchway. The remaining four made good their retreat into the cabin, where they found Mr. Lewis still alive though mortally wounded. Barricading the cabin door, they broke holes through the companion way, and with the muskets and ammunition at hand opened a brisk fire that soon cleared the deck. Thus far the Indian interpreter, from whom these particulars are derived, had been an eye witness to the deadly conflict. He had taken no part in it, and had been spared by the natives as being of their race. In the confusion of the moment he took refuge with the rest in the canoes. The survivors of the crew now sallied forth and discharged some of the deck guns, which did great execution among the canoes, and drove all the savages to shore. For the remainder of the day no one ventured to put off for the ship, deterred by the effects of the fire-arms. The night passed away without any further attempt on the part of the natives, and when the day dawned the *Tonquin* still lay at anchor in the bay, her sails all loose and flapping in the wind, and no one apparently on board of her. After a time some of the canoes ventured forth to reconnoiter, taking with them the interpreter. They paddled about her, keeping cautiously at a distance, but growing more and more emboldened at seeing her quiet and lifeless. One man at length made his appearance on the deck, and was recognized by the interpreter as Mr. Lewis. He made friendly signs, and invited them on board, but it was long before they ventured to comply. Those who mounted the deck met with no opposition. No one was to be seen on board; for Mr. Lewis, after inviting them, had disappeared. Other canoes now pressed forward to board the prize; the decks were soon crowded, and the sides covered with savages, all intent on plunder. In the midst of their eagerness and exultation, the ship blew up with a tremendous explosion. Arms, legs and mutilated bodies were blown into the air, and dreadful havoc was made in the surrounding canoes. The interpreter was in the main chains at the time of the explosion, and was thrown unhurt into the water, where he succeeded in getting into one of the canoes. According to his statement the bay presented an awful spectacle after the catastrophe. The ship had disappeared, but the bay was covered with fragments of the wreck, with shattered canoes, and Indians swimming for their lives, or struggling in the agonies of death; while those who had escaped the danger remained aghast and stupefied, or made with frantic panic for the shore. Upwards of one hundred savages were destroyed by the explosion; many more were shockingly mutilated, and for days afterwards the legs and bodies of the slain were thrown upon the beach. The terrible revenge, which Lewis carried to such a bloody culmination, caused fearful lamentations in the camps of the survivors; but their weeping and wailing was changed into yells of fury when four unfortunate white men were brought into camp. They had escaped in the longboat, and, as Lewis refused to accompany them, had left him to carry out his plan of revenge. They were unable to get away from the land, and sought refuge in a small cove, where they were surprised while sleeping. They were sacrificed by the natives, and made to endure all the lingering tortures that savage cruelty could conjure up. Some time after their death the interpreter effected his escape and brought the tragical tidings to Astoria."

Before the news of the fate of the *Tonquin* reached New York, the American ship *Beaver*, Captain Sowles, was on her way to Astoria, where she arrived May 5, 1812, with reinforcements for the Astor colony. She made a coasting trip to the north, taking the place of the lost *Tonquin*, intending to return to Astoria. Instead she went to the Sandwich Islands, carrying with her Mr. Hunt, Astor's chief factor. Before Mr. Hunt could return to Astoria, his partners had completed arrangements for handing the business over to the British, and the following year witnessed the downfall of the Astor enterprise on the Columbia. The British sloop-of-war *Raccoon*, Captain Black, arrived in the river and took formal possession of Astoria, hauled down the American and hoisted the British flag, changing the name to Fort George. Previous to the arrival of the *Raccoon*, the American ship *Albatross* came to Astoria from Honolulu, having been chartered there by Mr. Hunt of the Fur Company. Not realizing the threatened danger to the Astor possessions, Mr. Hunt returned to the Sandwich Islands, but soon after his arrival heard vague rumors of the British *coup d'etat*. He chartered the brig *Pedlar*, and in February, 1814, returned to Astoria, but, finding England in possession, the *Pedlar* soon sailed away. Shortly after her departure the British ship *Isaac Todd* arrived at Astoria for the Canadian Northwest Fur Company, and a temporary era of British supremacy began.

In 1815 shipping had not yet recovered from the war scare of 1812, and vessels in the Northwest were few in number. The Northwest Fur Company employed the schooners *Colonel Allen* and *Columbia*, and two Russian vessels, the *Ilmen* and *Chirekoff*, were trading along the north coast. The following year the schooner *Lydia* and the old-timer *Albatross* were back again, and the ships *Sultan* and *Atlas* also came out from the East. A French vessel, the *Bordelais*, arrived at Nootka, being the first vessel to enter that port after the tragical end of the *Boston*. The *Colonel Allen* was dispatched to China in August.

In 1817 the *Bordelais* was still here, and the American brigs *Brutus* and *Clarion* and the British brig *Columbia* were trading along the coast. In 1818 the American sloop-of-war *Ontario*, Captain Biddle, and H. M. S. *Blossom*, Captain Hickey, arrived at Astoria, dispatched by their respective governments to settle the international question as to the ownership of Astoria; and on the 6th day of October, in conformity to the treaty of

Ghent, England restored the settlement of Fort George to the United States. The restoration having been made in due form, both vessels departed. From 1818 until 1825 the principal vessels in the Northwest, with those previously mentioned, were the American ship *Borneo*, Captain Clarke, which was wrecked in Alaska in 1819, the American ship *Eagle*, Capt. Thomas Meek, the American ship *Lascar*, Captain Post, the *Mentor*, Captain Martin, the *Volunteer*, Captain Bennett, and the brigs *Arab*, *Fredie*, *Pedlar*, *Sultan*, *Active*, *Lively* and *Alexander*.

In 1821 the presence of the American whaler *Bounty* in Behring Sea was the means of establishing a precedent in international law that recoiled on the heads of the Americans many years later. The *Bounty* was seized by the Russians, and on a protest from the United States Government, which contended that Russia had no jurisdiction beyond the three-mile limit, the *Bounty* was released and an indemnity paid to her owners. Sixty-five years later, long after the United States had bought all of Russia's rights in these waters, the Americans seized some British sealers, and it cost the Government in the neighborhood of a million dollars to learn that it had failed to purchase any water rights from Russia except those which she had a right to sell.

In 1826 the *Vancouver*,[6] the first vessel built on the Columbia,—the *Dolly* was shipped from the East in sections,—was launched at Vancouver. She was a two-masted schooner of about eighty-five tons burden and was constructed by carpenters brought from the Orkney Islands. She made several successful trading voyages to the north, but was finally wrecked in 1832 on the northern shore of Queen Charlotte's Island.

Perhaps the most noted arrival in 1827 was the Hudson's Bay schooner *Cadboro*,[7] which reached Vancouver from London.

The brig *Owyhee*, Captain Dominus, and the schooner *Convoy*, Captain Thompson, entered the river in 1828, having been dispatched by Marshall & Wild of Boston. The *Convoy* arrived in February, the same day that the bark *William and Ann*[8] was wrecked, and one of her boats made an unsuccessful attempt to rescue the crew of the doomed vessel. The *Owyhee* and the *Convoy* remained nearly a year in the Columbia trading with the Indians, both securing valuable cargoes of furs. The bark *William and Ann* arrived off the river, but never reached port, going to pieces on Clatsop Spit. Other vessels in the Northwest during the decade prior to 1830, not mentioned previously, were the *Rob Roy*, from Boston in 1823 and again in 1825, the *Triton* and the *Herald* in 1824, the brig *Griffin* in 1825, the *Louisa*, *Active* and *Volunteer*, Boston vessels, in 1828.

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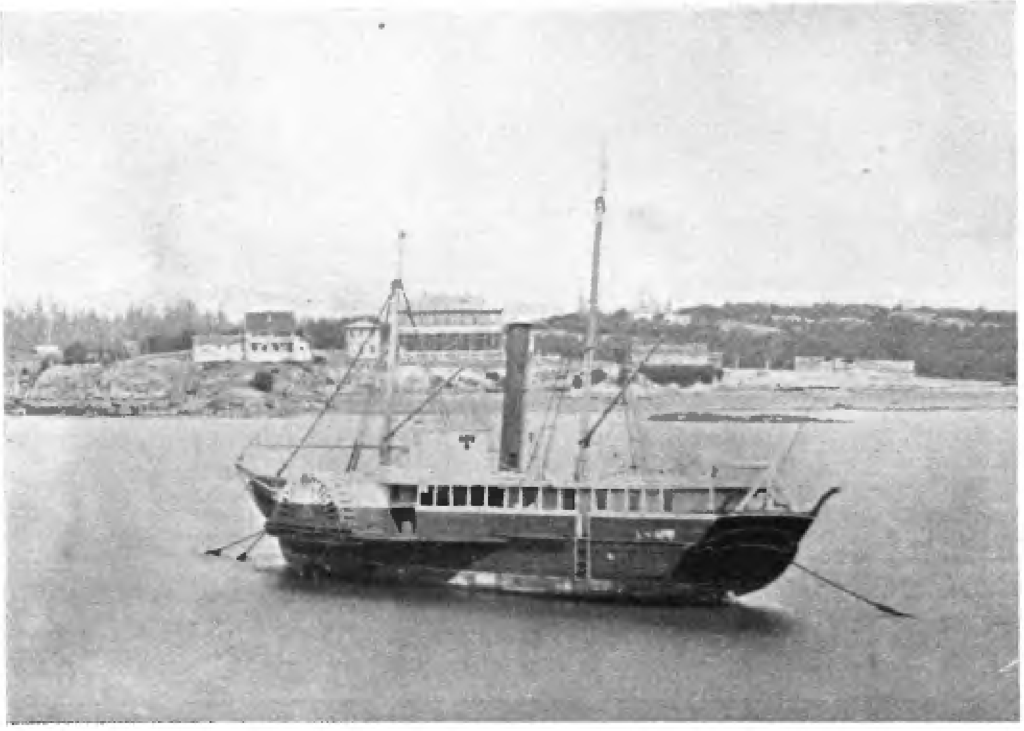
[6] An old log of this schooner is now in possession of Mr. Harry Glide of Victoria, and a perusal of its pages gives a very good idea of the embryo state of marine matters at this early date. In July, 1830, she left Vancouver for a trading voyage to the Fraser River, with the following officers: William Ryan, commander; William Eales, first mate; James Scarborough, second mate; Edward Dennison, carpenter; William Olsen, cook; Thomas Wood, James Johnston, Angus McLeod, William Jones, Joseph Ralph, seamen; W. Raymond, Duncan Campbell and Thomas Clarke, apprentices, and two Kanakas. The log proceeds as follows: "July 8—Weighed from Fort Vancouver at noon, in company with the *Cadboro* and *Eagle* and proceeded down the river. At 9:30 brought up in five fathoms water. July 9—At 8 A. M. weighed and proceeded down the river. At 1 P. M. passed the American brig *Owyhee* bound up. Exchanged colors with her. At 9 P. M. brought up in 6 fathoms water. July 10—At 4:30 weighed and dropped down the river. At 8 brought up a little above Gray's Bay and delivered 18 casks of salt and 20 empty casks. Made sail and worked down. At 1 P. M. brought up at entrance Tongue Point Channel to buoy the *Eagle*. At 5 the *Eagle* passed us. Weighed and proceeded down. Brought up at 9:30 in 2 fathoms near Ft. George. July 11—At 4 A. M. weighed and made sail. At 8 brought up at Ft. George and delivered 7 empty casks, 5 salt casks and 23 planks. Received on board 3 boat-loads of ballast. At 6 P. M. weighed and proceeded toward Baker's Bay. At 9:30 brought up near Sandy Island in 5 fathoms. July 12—At 6:30 weighed and made sail; at 8 brought up in Baker's Bay in 3½ fathoms. Received on board goods from the *Cadboro*. At 6 P. M. took in the longboat and got ready for sea. July 17—At noon weighed and beat over the bar; at 2:30 brought up outside the bar in 10 fathoms to wait for the *Eagle*. At 4 weighed and made sail in company with the *Eagle* and *Cadboro*. At 8 P. M. Cape Disappointment bore N. E. ½ E., about 7 leagues. July 23—At 9 A. M. Cape Flattery bore north. A great many canoes about the vessel. At noon light breezes and fine; Cape Fattery S. W. 4 or 5 miles. *Cadboro* and *Eagle* out of sight. July 28—At 3:30 weighed and made sail; at 6 A. M. brought up in 17 fathoms. Point Roberts bearing W. by S. At 9 weighed and in company with *Eagle* proceeded toward Fraser River. At 2 P. M. brought up in 7 fathoms and sent the boat to sound the channel. July 29—At 9 weighed and proceeded across channel. At 1:30 touched ground in 1¼ fathoms. Run kedge out and hauled her off. At 2 P. M. anchored. July 30—At 7, *Cadboro* hove in sight. At 11 sent a boat and 6 hands to assist the *Eagle*. July 31—At 5:30 P. M. weighed and proceeded down toward the *Cadboro* with 3 boats towing ahead. At 8:30 brought up at entrance to channel in 10 fathoms. Aug. 1—At 1 P. M. weighed and proceeded toward the *Eagle*; at 2 P. M. brought up in 3 fathoms water. At 5:30 P. M. weighed and made sail to go to the *Eagle* ready for hauling alongside of her. Aug. 2—Hauled alongside the *Eagle* to take cargo. Discharged ballast in her and took in for Ft. Langley 60 casks salt, 1 mill wheel, 13 bundles iron, 25 bales, 1 jar oil, 5 cases guns, 13 kegs shot, 1 keg nails, 1 hogshead of sugar, 4 casks powder, 17 bags flour, 2 kegs grease, 5 cases sundries, 1 grindstone, 4 hhds. molasses, 35 casks salt, 2 bdls. tobacco, 1 punch. rum, 1 bag rice, 1 hamper kettles, 1 keg rosin, 2 saws, 2 kegs shot, 3 cases sundries, 1 iron boiler, 10 pigs, 2 oxen, 2 cows, 1 bull, 2 calves, 1 cask molasses. Delivered 3 bbls. trading powder and 2 kegs shot. Aug. 7—Met Mr. Yale with 2 boats from Langley and delivered part of cargo. Aug. 14—Brought up 3 miles below Langley. Aug. 15—Weighed at 10 and kedged toward Langley. At 3 P. M. brought up at Fort Langley and delivered the live-stock. Aug. 17.—Received on board 16 casks salmon, 12 bdls. shingles, 13 bales beaver, 16 bales dried salmon. Aug. 18—At 5 P. M. let go warps and hauled off to salute the fort before leaving. The wad from one of the guns struck Therwein, one of the fort men, and wounded him so severely that the poor fellow died about 2 hours afterward. Aug. 20—Crossed out. Aug. 28—Weighed and towed toward the port of Port Discovery. At 9 A. M. beat into the port and found lying there the American brig *Owyhee*. Sept. 6—Weighed, and in going from Port Partridge passed the American brig *Convoy*, Captain Thompson. Captain came on board." After cruising and returning to Langley, the schooner took on board some more salmon and furs, and entry September 22d reads: "At daylight unrigged the stage, hauled in our lines ready for leaving Fort Langley. Received on board as passengers Mr. Naness and 2 boys, an Indian boy, 2 Canadians, 3 Indian women, 2 children. Sent George, the Kanaka, on shore and took Manilla on board. At 7 weighed, fired 5 guns and proceeded down river. Draft forward, 8 ft., aft, 8-2. Sweeps and boats used all the way down. Sept. 30—Left Cape Flattery 4 P. M. with N. wester and at noon Oct. 1, sighted Cape Disappointment. Oct. 2—At 1 P. M. stood in for the bar; at 3:30 brought up in 14 fathoms. Cape N. W. ½ mile. At 4:30 *Eagle's* boats alongside. At 7:15 with light breeze proceeded into Baker's Bay, sweeping and towing."

[7] The *Cadboro* was built at Rye, County of Sussex, in 1824, one deck and two masts, schooner-rigged, with a standing bowsprit. She was built and owned by the Hudson's Bay Company, and sailed from London on her first trip in the fall of 1826, rounding Cape Horn, and arriving at Fort Vancouver, Oregon Territory, in the spring of the following year, bringing, beside her crew of picked men, several new servants for the Hudson's Bay Company, about thirty persons, all told. On arrival at Vancouver Captain Swan left the vessel, and E. Simpson, a naval lieutenant, became master. He retained command until June, 1831, when he retired from the service and was succeeded by Captain Sinclair. At this time the *Cadboro* was the crack vessel of the Pacific Coast. She carried six guns, thirty-five men, and made a barrel of money for the Hudson's Bay Company on her trading trips between Nootka Sound and Fort Vancouver. Captain Sinclair left the vessel in 1833, and Capt. William Ryan assumed command. In 1835 Captain Brotchie (after whom Brotchie's Ledge takes its name) took charge, remaining on her until 1838. It was while he was master that the harbors of Victoria and Esquimalt were discovered by the steamer *Beaver*, and the *Cadboro* was the second vessel to enter Victoria harbor, coming in under command of Captain Brotchie in 1837. She also entered and named Cadboro Bay about the same time. Capt. James Scarborough succeeded Captain Brotchie and continued sailing her for ten years, when in 1848 he gave way to James Sangster, who remained with her until 1854, when Capt. J. L. Sinclair took command. The advent of the *Otter*, which was now assisting the *Beaver*, had a tendency to relegate the *Cadboro* to the rear; and, though she did good service until the gold rush in 1858, she was beginning to show age, so in 1860 the company sold her at auction to Captain Howard for $2,450. Her new owner operated her as a coal and lumber vessel between Victoria and neighboring ports until October, 1862, when during a trip up the Sound with a cargo of lumber she was caught in a gale a few miles from Port Angeles, sprang a leak, and was run ashore by the captain in charge, where the beating of the surf soon knocked her to pieces.

In 1830 the bark *Isabella*, Captain Ryan, was stranded on Sand Island, and abandoned by the crew, who were fearful of meeting the fate of the crew of the *William and Ann*, erroneously reported massacred by the Clatsop Indians, when that vessel was lost two years before. Had they not been so easily frightened they might have saved the ship when the tide turned. As it was only a portion of the cargo was secured. In August, 1831, the British bark *Ganymede* arrived. She sailed from London on November 11, 1830, in command of Captain Charles Kissling. Her tonnage was a trifle over two hundred. As the mouth of the Columbia was destitute of charts, buoys or pilots at that time, larger vessels were deemed unsafe. She carried a crew of thirty, and six guns. Among the apprentices aboard was John Dunn, who afterward wrote a book on Oregon, and Geoge D. Roberts, who died a few years ago at Cathlamet. Including the *Owyhee*, *Convoy* and one or two others, which had been here before this date, fully forty vessels visited the Northwest during the decade following 1830. A goodly portion of this fleet were Hudson's Bay Company's vessels, and among the number was the old steamer *Beaver*, by far the most important one that had yet visited these waters, and a craft that will live in history long after the magnificent steamers which followed her have been hidden by centuries of oblivion. The British brig *Dryad* was the first arrival in the thirties after the *Ganymede*. She came in 1831 and was on the coast until the following year. The American brig *Llama*,[9] Captain McNeil, arrived in 1832, and was sold the following year to the Hudson's Bay Company. The American brigs *May Dacre* and *Europa* were here in 1834, the latter remaining until 1835, when the Hudson's Bay bark *Ganymede* was on the Columbia in command of Captain Eales; the brig *Dryad* returned again this season.


THE STEAMER "BEAVER" IN VICTORIA HARBOR

With the *Beaver* in 1836 came as consort the British bark *Columbia*, Captain Derby. The other Hudson's Bay vessels visiting the Northwest in 1836 were the barks *Llama* and *Nereid*, while the American fleet comprised the vessels *Joseph Peabody*, *Europa*, *Loriot*, *Convoy* and *La Grange*. The *Llama*, *Nereid* and *Loriot* were still here in 1837, as also was the pioneer *Cadboro*. In April the American brig *Diana* arrived from the Sandwich Islands, bringing several passengers who had come to Hawaii on a ship from Boston the previous winter. The British bark *Sumatra* also brought several passengers from the islands. The American ship *Hamilton* traded along the coast, and two British Government vessels, the ship *Sulphur* and the schooner *Starling*, on an exploring tour of the world, spent several weeks in this region. In 1838 the *Columbia* came back from England, and the *Llama*, *Nereid* and *Cadboro* were in the Hudson's Bay service in the Northwest and to the islands. The American ship *Joseph Peabody* was also here again. In 1839 the *Sulphur*, in command of Capt. Edward Belcher, with her consort, the schooner *Starling*, Captain Kellett, entered the Columbia River and made extensive soundings and surveys on the bar, the larger vessel grounding and narrowly escaping destruction on what was afterward known as Peacock Spit. Other vessels in 1838 were the Hudson's Bay bark *Vancouver*, Captain Duncan, the brig *Thomas Perkins*, and the ship *Forager*, Captain Thompson.

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[8] In 1828 the bark *William and Ann* entered the Columbia one afternoon in the month of February in company with the American schooner *Convoy*. The *Convoy* was in the lead and passed into Baker's Bay in safety, but the bark struck the sands and during the night went to pieces. A boat from the schooner *Convoy* attempted to go to their relief, but the wind rising made the attempt perilous and compelled the rescuers to return without reaching the bark. None of the crew were ever seen alive afterward, and the Indians claim that they were all drowned. When the *Convoy* reached Vancouver a boat was sent down to investigate, obtaining no trace of the missing men, but most of the cargo in the possession of the Indians, a sub-chief of the Clatsops having a boat and oars. He refused to give up the plunder and moreover incited the others to retain what they had gathered. Finally the Hudson's Bay Company sent a British schooner down there to shell the village, killing the chief and two of his men. In many accounts of this wreck it has been stated that the crew were murdered by the Indians, but there is nothing in evidence to bear out such assertions.

[9] On this voyage the *Llama* rescued three survivors from a Japanese junk, wrecked near Cape Flattery, and took them to Vancouver, from whence they were sent to England. The rescue of these men, who had been blown over from the Orient, during a continuation of heavy gales, has been confused with the story of the famous beeswax ship, reported to have been wrecked over one hundred years ago; even yet, when the winter's storms wash the sand from the buried beeswax, and the attendant periodical item appears in the papers, the pioneer contributor confidently testifies that the Japs, rescued by the *Llama*, and the crew of the beeswax ship, are identical.

There is a tinge of romance connected with the history of the prosaic old hulks which plowed Northwestern waters in early days, many of which have passed out of existence so long ago that data regarding them is very unreliable. But thanks to the foresight of her builders and a kindly Providence, there was one vessel whose name and fame will last as long as steam and sailing vessels are in use. "The Old Steamer *Beaver*," as she was called, was the first steamer that entered the waters of the Pacific Ocean; and for a quarter of a century before her ignominious end on the rocks at the entrance to Burrard's Inlet, and during many years after the magnificent ocean liners and freight steamers of nearly every nation on the face of the earth were churning the waters of the northern seas, and hundreds of lesser craft steamed in and out of the navigable streams in the Northwest, the old, original *Beaver* was serenely following her old vocation, with timbers as stanch and sound as on the day she was launched. The *Beaver* was built in 1835 on the Thames, and it is safe to say that no other vessel built afterward attracted anywhere near as much attention as this pioneer of the Pacific; and from the day that her keel was laid until she went down the British Channel and disappeared from sight on the trackless ocean, she was watched with the closest interest. Over 150,000 people, including King William and a large number of the nobility of England, witnessed the launching, and cheers from thousands of throats answered the farewell salute of her guns as she sailed away for a new world. But little was known about steam marine navigation at that period, and the far-off Pacific Northwest was even more of a mystery, consequently much speculation was indulged in as to the success of her cruise. The machinery was placed in position, but the sidewheels were not attached, so she was rigged as a brig and started for her destination under canvas, with Captain Home in command. The bark *Columbia* sailed with her as consort, but the *Beaver* was too speedy, and reached the Columbia in advance, after a passage of 163 days.

Through the kindness of Mr. Harry Glide, a Victoria pioneer, we were enabled to secure a copy of the original log of the old steamer, which is here given, the dates omitted being unimportant in a work of this character. The historical value of this document cannot be overestimated, and we give the same in as complete a form as our space will admit:

"Log of the steamship *Beaver*, from Gravesend for the Columbia River, August 27, 1835.—Crew list on leaving Gravesend: D. Home, commander; W. C. Hamilton, first mate; Charles Dodd, second mate; Peter Arthur, chief engineer; John Donald, second engineer; Henry Barrett, carpenter; William Wilson, George Gordon, William Phillips, James Dick, George Holland, James McIntyre, William Burns, abs. Thursday, August 27, 1835—3 P. M., pilot came on board, hauled the vessel out of docks and proceeded down the river. 8 P. M., came to anchor, with light winds from the southward. Aug. 28—4 A. M., weighed anchor and proceeded toward Gravesend. 7 A. M., anchored off Gravesend. People employed the rest of the day fitting steering halyards, blocks and gear. Aug. 29—Wind east People variously employed. 3 P. M., weighed anchor and found the stock gone. Dropped down to the head of Lea Reach. Aug. 30—Commenced with foggy weather and light airs from the north. 3:30 A. M., sent to Gravesend for an anchor stock. 7 A. M., weighed anchor and proceeded down Lea Reach, wind east. At noon brought up in the lower part of the reach. 6 P. M., weighed anchor and proceeded down the channel. 10 P. M., anchored off the lower part of the wharf in six fathoms. Aug. 31—Commenced with fresh breeze from the N. E. 6 A. M., weighed anchor and proceeded toward the downs. At noon arrived in the downs and the pilot left us. This day's log contained only twelve hours. Sept. 1—Commenced with moderate breeze from the east. At noon set the larboard foretopmast, lower and topgallant sail. 6 P. M., shortened sail for the *Columbia;* Dungeness light bore E. by N., 8 miles. At 10 took in the steering sails, Beachy Head light bearing N. N. W. Midnight, Beachy Head light N. E. ½ E., distant about four leagues. 2 A. M., set the steering sails larboard side. 10 A. M., signal from the *Columbia*, wishing to speak us. Hove to for her, and she reported the death of Mr. Carney, her chief mate. Sept. 2—Moderate breeze and clear weather; obliged to carry easy sail to keep in company with the *Columbia*. 4 P. M , set the larboard steering sails. 8 A. M., set the starboard steering sails. People employed in setting up topmast and topgallant rigging. Latitude 49-46. Sept. 3—Commenced with fresh breeze and clear weather. 5:30 P. M., sent the royal up and set the sail. 8 P. M., shortened sail for the *Columbia*. 11 P. M., cloudy; took in the topgallant steering sail. Latitude 48-55, lon. 7-44 west. Sept. 4—Light variable winds and clear weather. 4 P. M., no wind and rain. 5 P. M., shortening sail for the *Columbia*. Midnight, light wind, cloudy. 1 A. M., light wind and heavy rain. 6 A. M., set the foresail and foretopgallant sail, royal and gaff topsail. People employed drawing and knotting yarns. Lon. 8-34, lat. 48-58. Sept. 5—Calm and cloudy, 4 P. M., with rain. Noon, steady breeze and cloudy. People employed greasing masts and cleaning forecastle. Signalized to the *Columbia* to steer S. W. Sept. 6—Moderate and cloudy. Bore up for the *Columbia* and signalized course to her,—west. Midnight, clear. Spoke two Dutch vessels bound to the eastward; took in lower steering sails. Several vessels in sight standing to the eastward. Mustered the crew and had prayers. Lon. 10-18, lat. 45-54. Sept. 7—Light breeze and fine weather. Bore up for the *Columbia*. Light airs and rain. People employed about the rigging; sixty gallons of water expended, 4,072 remaining. Sept. 8—Light airs. Tacked ship and set starboard, topmast and topgallant sails. People variously employed. Signalized course S. W. to *Columbia*. Sept. 9—Moderate breeze, all sail set; showed colors to a French ship. People variously employed about the rigging. *Columbia* in company bearing N. E. ½ E. Sept. 10—Steady breeze throughout. Took in lower steering sails; set them again. Strange sail in sight standing to the eastward. People employed in making mats for the rigging. At noon *Columbia* bore N. ½ west, distance 2 miles. Sept. 11—Moderate and fine throughout. Took the larboard steering sail in, took fore topsail in. People employed washing clothes and airing bedding. At noon signalized course and longitude to the *Columbia*. Longitude 14-44, lat. 36-23. Sept. 12—Moderate breeze. Set the jib and gaff topsail. People employed scrubbing paint work, cleaning 'tween decks and greasing masts. *Columbia* three miles distant. Sept. 13—Made the island of Porto Santo bearing S. S. W., distant 10 leagues. At noon made island of Madeira, west point, bearing S. S. W., 8 miles. Read prayers to the ship's company. Sept. 15—Light breeze throughout; spoke the *Columbia*. Sail in sight bound to the S. Sept. 19—Moderate and steady throughout. Signalized longitude and course to the *Columbia*. All necessary sail set. Sept. 20—Moderate trade wind, squalls and rain; fine weather. Made Cape St. Antonio, bearing south, 30 miles. Performed divine service. Sept. 22—Light, variable breezes. A vessel in sight on the starboard beam standing to the N. & W. People employed as yesterday. Sept. 24—Light, variable breeze. Took in the royal topgallant sail and the gaff topsails. Light breeze; made all sail. People employed as yesterday. 7 A. M., hove to for the *Columbia*, and at 10:30 bore up to her. Sept. 26—Light breeze throughout. A sail in sight standing to the southward. Sept. 27—Light airs throughout. Hove to for the *Columbia*. Heavy rain with thunder and lightning; weather too unsettled to read prayers. Sept. 29—Light breeze. Hove to for the Columbia. Spoke the *Columbia* and made all sail. Sept. 30—Light, variable breeze with heavy head sea. Hove to for the *Columbia*, and fired several guns but secured no answer. Made sail; fired three rockets for the *Columbia* but received no answer. At 3 P. M., during a heavy squall, lost sight of her when she was about two miles astern; at 8 P. M., at which time signals were always exchanged, no answer could be secured. Oct. 4—Moderate breeze. Spoke a brig bound for Montevideo. Read prayers to the ship's company. Oct. 7—Moderate trade winds throughout. People employed in engine room with the engineer. Oct. 11—Moderate trade, squalls occasionally. Read prayers. Latitude 13-24, lon. 25-02. Oct. 15—Light, variable breeze. Made the island of Trinidad, bearing S. ½ W., distance 8 leagues. Lon. 28-13, lat. 20-25. Oct. 16—Light, variable airs. Trinidad S. E., 5 miles. Oct. 25—Fresh breeze and fine weather, hard squalls, weather too unsettled to read prayers. Lon. 37-14, lat. 30-28. Oct. 30—Strong breeze and heavy head sea. Longitude 37° 5′, latitude 37° 37′. Oct. 31—Moderate breeze. A sail on the weather quarter, heading to the southward. Nov. 4—Fresh breeze and squally. Longitude 43° 34′, latitude 42° 3′. Nov. 8—Moderate breeze. Temperature 57° air, 50° water. Lon. 54-34, lat. 45-19. Nov. 11—Made the Falkland Islands bearing S. by W. Nov. 13—Strong breeze throughout, increasing with head sea. A sail on the weather beam standing to N. Nov. 15—Moderate breeze with heavy sea, freshening with rain. Weather too unsettled to read prayers. Lon. 61-33, lat. 56-33. Nov. 18—Strong breeze. Made Cape Horn bearing N. by W., distant 10 leagues. At noon Cape Horn N. E. by E.; passed Island of Diego Ramirez. Nov. 20—Strong breeze. A sail in sight bound to the N. & E. Nov. 22—Fresh gales with heavy squalls and hail; weather too bad to read prayers. Lon. 78-7, lat. 59-62. Nov. 25—Fresh breeze. A sudden squall carried away topmast steering sail boom. Heavy fall of snow. Nov. 26—Heavy gale; lay to under fore topsail. Nov. 27—Strong gale and heavy sea; lying to under double-reefed foresail. 29th—Drizzling rain and foggy. Made land. Bearing N. N. E. and tacked to the westward. Lon. 75-45, lat. 49-29. Dec. 6—Fresh breeze throughout, with showers of rain. Lon. 83, lat. 45-19. Dec. 8—Calm and clear. A Danish ship in sight bound to the west. Dec. 10—Moderate breeze. A sail in sight standing to the N. E.; wind N. x W. Dec. 12—Moderate breeze and cloudy. Made the Island of Juan Fernandez, N. by W. ½ west. Bent the cables and got the anchor over. Tacked and stood in for the land, working into Cumberland harbor. Dec. 13—At 8 P. M. came to anchor in Cumberland harbor in 12 fathoms of water; finding we had drifted during the night, weighed anchor and towed over to the starboard shore, anchoring in 10 fathoms. The wind shifted and swung us in shore with only two and a half fathoms under stern. Shifted berth and warped her farther out, and let go anchor in 12 fathoms. Gave her 45 fathoms of chain. At 11 A. M. the *Columbia* hove in sight. Dec. 16—Fresh breeze throughout with heavy squalls off the land. People employed getting water off to the *Columbia*. Carpenter making a main boom. Dec. 18—Light breeze N. N. W.; weighed anchor and made sail for the Sandwich Islands. Hove to and sent two boat-loads of water on board the *Columbia*. At midnight the island bore S. by E. ½ E. Dec. 19—Moderate breeze throughout, N. N. W. People employed unbending cable and stowing anchors. 8:30 A. M. hove to, to send water on board the *Columbia*. Lon. 80-01, lat. 30-54. Dec. 20—Light breeze N. W. Hove to for the *Columbia*, made sail, and shortened sail for *Columbia*. Read prayers to the ship's company. Dec. 21—Moderate breeze N. N. W. Signalized longitude to the *Columbia* 3 miles distant. People employed repairing topsail. Dec. 22—Light breeze throughout. Showed longitude to the *Columbia*. Island of Ambrose sighted, bearing N. E. ½ E. Dec. 23—Light breeze from N. W. Ambrose Island E. S. E. Dec. 24—Calm and clear. Spoke the *Columbia*. *Columbia* sent a boat aboard for fresh beef. At 8 P. M. hailed the *Columbia* and requested Captain Darby to send the doctor on board, as Mr. Hamilton was very unwell, also one of the crew. At 7 A. M. Mr. Prattent came on board with a message from Captain Darby saying the doctor pleaded illness as an excuse for not coming. Dec. 25—Light breeze S. E. Showed longitude to the *Columbia*, bearing S. E. Lon. 81-59, lat. 24-20. Dec. 28—Moderate S. E. trade throughout. Altered course to close with the *Columbia*. Dec. 29.—Moderate trade wind S. E. Unbent the mainsail for repairs. *Columbia* bearing S. E. by E. Dec. 30—Fresh trade E. with rain. Lon. 92-08, lat. 18-34. Friday, Jan. 1, 1836—Moderate trade E. by S., squally, with rain. *Columbia* W. by N. Jan. 3—Moderate S. E. trade throughout. *Columbia* E. S. E. Lon. 100-04, lat. 14-21. Jan. 6—Steady trade and clear throughout, E. S. E. *Columbia* N. E. Lon. 105-43, lat. 11-13. Jan. 12—Moderate trades E. Lon. 120-29, lat. 3-04. Jan. 13—Fresh trade, squally, E. *Columbia* E. S. E. Lon. 123, lat. S. 1-17. Jan. 14—Fresh trade E. S. E. Carpenter making a rudder for the whale-boat. Lon. 125-21, lat. N. 0-15. Jan. 16—Moderate S. E. breeze. Altered course to close with *Columbia*. Lon. 128-39, lat. 3-21. Jan. 20—Light N. W. breeze. *Columbia* W. Lon. 134-34, lat. 10-13. Jan. 22—Fresh N. E. trades with rain. *Columbia* N. by W. Lon. 139-55, lat. 12-56. Jan. 25—Light E. N. E. breeze with mist. Hove to for the *Columbia*. Jan. 26—Light breeze with rain, E. N. E. Lon. 145-50, lat. 15-39. Jan. 27—Light, variable breeze E. Captain Home went on board *Columbia*. Jan. 28—Moderate E. S. E. breeze. Latitude by Polar star at 2 A. M. 16-58 N. Jan. 30—S. E. breeze at noon; taken aback with a squall from N. & E. Lon. 151-15, lat. 18-52. Feb. 1—Hove to for the *Columbia*. Made the island of Owyhee, bearing W. by S. At noon 30 miles distant. Feb. 2—Lost sight of the *Columbia*. Lon. 154-48, lat. 20-43. Feb. 3—Variable breeze, E. S. E. Made island of Macoa, S. by W. 4 leagues. *Columbia* sighted E. N. E. Feb. 4—Sighted Woahoo Island. At 2:30 P. M. Mr. Reynolds came on board to pilot us in. At 3 P. M. came to anchor in 4 fathoms of water in Honolulu harbor. Feb. 7—Fine weather. Attended divine service on shore with ship's company. Feb. 14—Fine weather. William Wilson went on shore without leave and against positive orders not to go. Feb. 17—The mate made the following entry: 'At 11 A. M. Captain Charlton, His Majesty's Consul, came on board and reprimanded William Wilson, seaman, for leaving the ship on Sunday last against orders, also for his insolence to me on the passage and general bad conduct.' Captain Home wrote over this, 'Not correct,' and as a foot-note added: 'In reference to the log of the 17, Captain Charlton came on board the *Beaver* at my request to take William Wilson out of the vessel for punishment for having left the vessel without leave, but William Wilson showing great contrition for his offence and the rest of the people begging that he be not punished, and that they would be answerable for his conduct in the future, I reprimanded him and sent him to his duty.' Feb. 19—Let the old stock of water out of the boilers, it being very bad. Took on board 1,000 gallons of water. Feb. 24—Crew employed preparing for sea. Feb. 25—At 4 P. M. weighed anchor and made sail. At 5 P. M. came to anchor in Honolulu roads in 15 fathoms water. Received on board 4 Sandwich Islanders to work their passage to the Columbia. Feb. 26—Mr. Dodd, 2d officer, exchanged with Mr. Prattent of the *Columbia*, by permission of Captain Home and Captain Derby. At 11 A. M. weighed anchor. Feb. 26—Fresh N. E. trades. Island of Woahoo bearing N. by E. ½ E. Feb. 27—East wind at noon; a S. E. squall with thunder and lightning jibed the main boom and carried away the gaff. Feb. 28—Squally weather. *Columbia* W.; answered her light. Weather too unsettled to read prayers. Lon. 155-41, lat. 25-16. Mar. 3—W. N. W. breeze carried away the main gaff. At 9 A. M. signaled the *Columbia* for her carpenter, who came on board at 10 to assist in making a main gaff. Mar. 4—Light breeze E. S. E. Shortened sail to keep in company with the *Columbia*. *Columbia's* boat left at 8:10 P. M. Set all sail on the larboard tack. Mar. 5—Moderate S. E. breeze. *Columbia* N. E. ½ N. Lon. 143-31, lat. 33-28. Mar. 9—Light S. E. winds with squalls. Shortened sail and hove to for *Columbia's* boat. People employed cleaning arms. Lon. 135-08, lat. 39-06. Mar. 13—Moderate breeze with hail from N. W. Shortened sail for the *Col.* Lon. 125-31, lat. 44-33. Mar. 14—Moderate breeze and squally from N. Out anchors and bent cable at 2:15 P. M. Observed land ahead, bearing from N. N. E. to E. by S. The *Columbia* not in sight. Lon. 126-16, lat. 44-41. Mar. 15—Strong wind from N. W. Fired rockets for the *Columbia*. Observed land bearing from E. to N. N. E. Lon. 124-41, lat. 45-35. Mar. 16—Light breeze W. N. W. Observed Cape Disappointment ahead at 5·30; Cape Low N. by E.; Point Adams N. by E. ½ east, distant 8 or 9 leagues; Bluff Point N. E. ½ E. Light, variable airs. Tacked ship at 11:30; fired two guns. Bearings at noon: Cape Disappointment N. ½ E.; Point Adams N. E. by E.; Chinook Point N. N. E. ½ E. Mar. 17—Light W. wind. Bearings at noon: Cape Disappointment E. by N.; Chinook Point E.; Point Adams E. S. E. Soundings in black sand 17 to 50 fathoms. Mar. 18—Calm and clear weather, N. W. At 4:10 hove to with head to westward, strong tide setting to the N. At 3 P. M. stood in for the bar, sounding every five minutes. Cape bearing E. N. E. Mar. 19—Stood in for the Columbia River bar with the wind from N. W. At 2 a canoe came alongside with natives. At 6 P. M. wind variable and strong ebb tide; 7:30 anchored in 7 fathoms with 40 fathoms chain. Bearings: Point Ellis E. by N.; Cape Dissappointment N. by E. at 8:30 P. M. Flood tide made with a fresh breeze from the S. E. 7 A. M. Mr. Heath, chief mate of the *Ganymede*, came on board, also the Governor of Fort George. At 9 weighed anchor and made all possible sail; at 10:50 shortened sail and came to anchor in Baker's Bay in 5 fathoms of water. Sunday, March 20—Moderate breeze from S. E. *Columbia* off the bar at 3 P. M. Hoisted a union jack on Cape Disappointment for the *Columbia*. Mar. 21—Moderate breeze from S. E. *Columbia* in the offing. Mar. 22—*Columbia* came in at 9:30 A. M. and anchored ahead of us. Mar. 23—Light breeze from the westward. Foggy with rain. March 24—At 1 P. M. weighed anchor, and made all sail possible on a wind up the river. At 3 P. M. anchored in 3 fathoms water off the red bluff. At 4:30 weighed and made sail down the river. Finding we were too near the sand bank at 6:30, anchored in 7 fathoms water. Fort George S. E. by S. Tongue Point E., Red Bluff N. by W. Mar. 25—Employed sounding channel across to Tongue Point. At 4 P. M. Mr. Lattie arrived from Fort Vancouver to pilot the vessel up the river. Mar. 26—Weighed anchor at 5:30 and stood across the channel to Tongue Point. Least water, quarter less three. The flood being done anchored in 6 fathoms. Tongue Point E. S. E. At 2:30 P. M. weighed and made sail towards Tongue Point, wind S. W. In crossing Tongue Point channel, tailed on the west point of the east sand, run a warp out, hove off and stood up the river At 7 P. M. anchored in 7 fathoms below the Pillar Rock. Observed the *Columbia* on shore; sent a boat. At 5 P. M. the *Columbia* hove off, and is now in company. Mar. 27—1 P. M. got under way, wind from the westward, and proceeded up the river. At 2:30 passed the Pillar Rock, least water quarter two. At 5 P. M., not being able to stem the ebb, brought up in 10 fathoms. Three Tree Point S. W. ½ W. 2 miles. Off shore quarter of a mile. Mar. 28—Calm, with rain. At 2 P. M. a breeze sprung up from the south and we hove short, but falling calm again with strong ebb could not get under way. At 4 P. M. got under way with the wind from the south and proceeded up the river. At 5:30 P. M., not being able to stem the ebb, anchored in 9 fathom between Orchards River and the lower end of Puget Island, the *Columbia* in company. Mar. 29—Calm, with rain. At 8 A. M. got under weigh with the flood and light breeze from the S. E.; falling calm, down boats and towed around the lower end of Puget Island (south channel). 1 P. M., flood being done, anchored in 5 fathom about 2 miles up the channel. At 2:30 P. M. a breeze sprung up from the west;

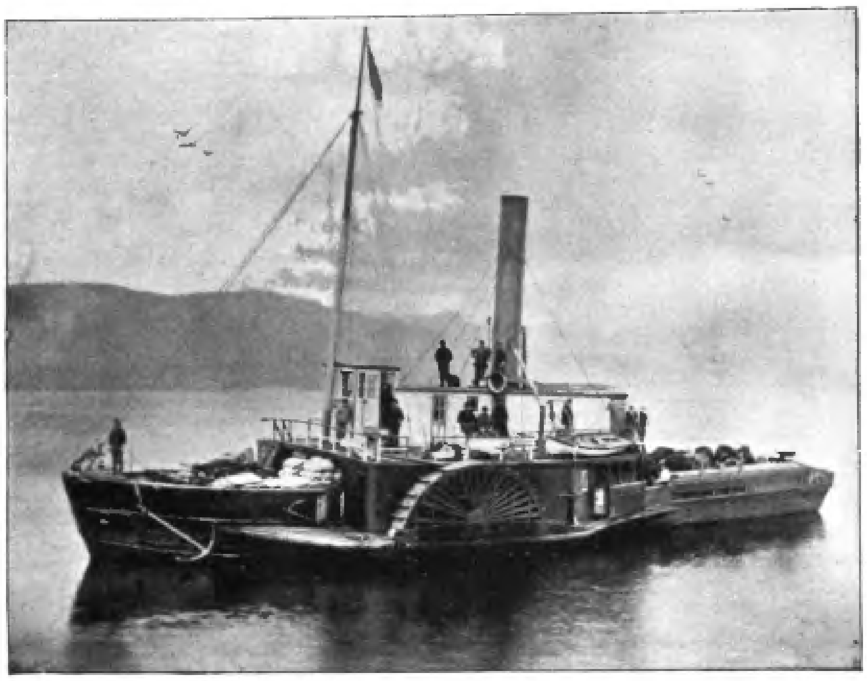
up anchor and made sail. At 4 P. M., not having sufficient wind to stem the ebb, let go a kedge. At 5 P. M. the wind shifted to the east; up kedge and anchored in 5 fathom. *Columbia* in company. Mar. 30—Light breeze from the east, with rain. At 1 P. M. a breeze sprung up from the W. N. W.; up anchor and made all sail up the river. At 2 P. M. wind fell light, and, not being able to stem the ebb, let go a kedge. At 6:30 wind shifted to the east; up kedge and let go small bower in 5 fathoms. *Columbia* in company. Thick and foggy with rain. Mar. 31—Wind east, with rain. Friday, April 1—Wind E. S. E., with heavy rain. April 2—At 11 A. M. got under weigh with a light breeze from N. W. At 12 let go a kedge. At 12:30, up kedge; light breeze from S. W. with heavy rain; sent boats ahead to assist. Five P. M., flood being done, anchored in 9 fathoms abreast of Gull Island. April 3—Wind variable from the east, with rain. At 3 P. M. weighed with the wind from the N. W. and made all possible sail up the river. At 5 P. M., wind failing, let go the starboard bower in 7 fathoms, 2 miles below Walker's Island. At 4 P. M. observed the *Columbia* aground and sent a boat to assist. April 4—Wind east and cloudy. Loosed sails to-day. At noon boat returned from the *Columbia*, who had hove off at 4 A. M. April 5—Light, variable airs from the east with passing showers. People employed cleaning out forehold. *Columbia* in company. April 6—Light breeze from the west. At 9:30 P. M. weighed and made all possible sail up the river. At 10:30, breeze being too light to stem the current, anchored in 8 fathoms. April 7—At 5:30 A. M. weighed and towed up with the flood. At 6:30, flood being done, anchored in 5 fathoms. At 4:30 P. M. weighed with a light breeze from the west and made all sail up the river. 6:30 P. M., wind falling; anchored in 5 fathoms. April 8—At 5:30 A. M. weighed and towed up with the flood. At 6:30 a light breeze from the west; made all sail and up boats. At 10:30, not being able to stem the current, let go a kedge. At 11:30, up kedge and let go the bower in 9 fathoms. At 2:30 got under weigh with a breeze from the south. At 4:30 let go the starboard bower. At 5:30 P. M. weighed again, and made all possible sail. At 6:30, wind failing, anchored in 4½ fathoms. April 9—Wind S. E., with rain. At 9 observed the *Broughton* (cutter) coming down the river. At 10:30 she anchored abreast of us. At 1:30 P. M. weighed and made all sail with the wind from the west. At 5 P. M. wind fell light; let go a kedge. At 6:30, up kedge and let go bower one mile below Coffin Rock. April 10—At 4:30 P. M. weighed with a light breeze from the west. At 6:30 rounded Parting Point; fired two guns. At 7:30 came to, abreast of Ft. Vancouver, in 9 fathoms. Found lying there the Honorable H. B. schooner *Cadboro*. *Columbia* still in company." Next entries are regarding the work of fitting her as a steamer: "Monday, May 16—Variable winds and fine weather. Carpenters shipping the paddle-wheels. At 4 P. M. the engineers got the steam up and tried the engines and found to answer very well. Sailed—The schooner *Cadboro*. Tuesday, May 17—At daylight unmoored ship and got the steam up. At 3:30 weighed and ran down abreast of the lower plain for firewood. At noon lashed alongside the *Columbia*. At 1:30 took the *Columbia* in tow up to the sawmill. At 6 returned and anchored off Fort Vancouver in 5 fathoms. Received the 9-lb. long gun from the *Columbia*. May 23—At daylight engineers employed getting up steam. At 9 weighed anchor and ran down with steam to the lower plain to take on firewood. At 2 P. M. returned to the fort and received a party of gentlemen on board and ran up to the sawmill and back to the lower part of Menzies Island. At 7 anchored off the fort and found the engines to act very well. May 31—At 9:30 a party of ladies and gentlemen from the fort came on board. At 9:45 weighed anchor and ran down the river under steam and entered the upper branch of the Wilhammet; ran under half power until we cleared the lower branch at 3:50, and ran up towards Vancouver. At 5 came to anchor and moored in our old berth. At 8 called all hands to 'splice the main brace.' June 5—Our draft of water with boilers empty is 8 ft. 5 forward and 8 ft. 6 aft. June 9—*Columbia* sailed for the Sandwich Islands. Engineers painting the engines, crew whitewashing the funnel. June 11—At 12:30, the steam being up, hove short and received on board a party of ladies and gentlemen and weighed and ran down the river and entered the lower branch of the Wilhammet. At 7:15 cleared the upper branch and ran up towards Vancouver and anchored in our old berth. June 19—At 11:30 weighed and ran down with fresh breezes. At 8:30 P. M. anchored near Pillar Rock. Received aboard Duncan Finlayson, Esq., chief factor. June 19—At 5 A. M. weighed and ran down the river. At 6:30 very hazy, and, not being able to see the channel, anchored opposite Gray's Bay village. At 7:45 weighed, and at 8:45 grounded on the east sand in Tongue Point channel. Endeavored to back her off, but the tide ebbing very fast found it impossible; ran a kedge out and waited for the flood. At 3 P. M., with the assistance of a boat's crew from the *Columbia*, we hove off and ran through the channel. At 4:30 anchored off Ft. George; found the *Columbia* lying here. June 21—At 1:30 weighed and ran down the river. At 4:30 anchored in Baker's Bay in company with the *Columbia*; found the engines to work extremely well. Draught of water 9 6 forward, 10-6 aft. Laid in the bay until 26th getting wood, etc., and waiting for the swell to subside. June 26—At 1 P. M. weighed anchor and ran towards the bar. At 2 crossed the bar, the least water being quarter less four. At 2:30 Cape Disappointment bore N. E. by E., at 5:15 E by S. ½ S. At 11 P. M. the planking in the deck cabins began giving way in a cross sea, carpenter securing them. June 27—The after part of the starboard paddle-box carried away. At daylight saw the high land to the N. of Nootka Sound. June 28—Running along the land. At daylight saw Scot's Island on the starboard bow. June 29—Finding that we had not enough fuel to carry us to Millbank fort, stopped the steam and made sail to the topsail and unshipped five paddle-blades on each side to avoid holding so much water, afterwards shipped the paddle-blades, made steam, and entered Millbank Sound, anchoring at 11 in 10 fathoms. June 30—At 4, after taking on a supply of wood, weighed and ran up the Sound, anchored at 6:30 opposite Millbank fort, saluted the fort with seven guns, which were returned. Arrived at Fort Simpson, being 6 days going up, owing to frequent stops for wood. July 14—Arrived at Tungase and found there the Russian Fur Company's brig *Chitsekoff*."

When the *Beaver* made her first excursion trip from Vancouver she carried among other passengers the pioneer, Rev. Samuel Parker, who in his reminiscences states that the party aboard the steamer indulged in "a train of perspective reflections upon the probable changes that would take place in these remote regions in a very few years."

The *Beaver's* crew on leaving Vancouver was as follows: D. Home, commander; C. Dodd, first mate; A. Lattie, second mate; P. Arthur, T. Donald, engineers; William Lackey, boatswain; H. T. Barrett, carpenter; William Burns, cook; William Wilson, William Phillips, George Gordon, George Holland, James Dick, James McIntyre, seamen; John McLean, Farquhar McDonald, and two Kanakas, stokers; Murdock McLeod, Louis Tademier, Tyneas Tozier, A. Martell, Joseph Martelle, Joseph Michael, Hugh Connick, and six Kanakas and Indians, woodcutters. She went into service without delay, running up and down the coast, in and out of every bay, river and inlet between Puget Sound and Alaska, collecting furs and carrying goods for the company's posts. At this time nearly all of the far Northwest was under lease to the Hudson's Bay Company from Russia, and every year the *Beaver* went up to Alaska with a cargo of produce, goods, etc., with which to pay the rent. She occasionally towed a Russian vessel on these trips, the pay for which was duly credited on her account. For many years after her arrival on the Sound, she made frequent voyages to the American side of the line, and on one of these, in 1851, in command of Captain Steward, the steamer was seized for an alleged infraction of the laws and sent to Olympia. While lying there Steward put the man in charge ashore, and steamed away for the British side. Captain Sabiston, the veteran British Columbia pilot, was mate on the vessel at the time. Nothing further was done about the matter, and amicable relations between the Company and the United States evidently suffered but a slight shock; for in her log-book under date of November 26, 1856, appears the following note: "Mr. Lewis the mate, left the vessel per order of Premier Douglas to go on board the United States S. S. *Massachusetts* to pilot her up to Sangster's Island."

In 1860 the *Beaver* was extensively overhauled and fitted with staterooms, and ran between Victoria and New Westminster. A few years later she passed into the hands of the Imperial Hydrographers, under charter from the Hudson's Bay Company. They kept her busy for several years, surveying the waters of the Northwest. When the vessel returned to the Hudson's Bay Company in October, 1870, at the expiration of the lease, she was hauled out and thoroughly repaired. On examining the hull, a ten-pound piece of rock was found imbedded in one of her timbers, a relic which she had carried away after coming in contact with Race Rocks. She was regarded as an ancient craft even in those days, and as far back as July 9, 1867, the *Colonist* of Victoria has an item reading as follows: "The old Hudson's Bay steamer *Beaver*, first in the Pacific Ocean, has been lately on Laing's ways, and examination shows that her timbers are as sound as they were the day she was launched. The *Beaver* will receive her boilers and resume her surveying duties on the Northwest coast. She is thirty-two years old, and will outlast most of the steamers now afloat." In 1874 she was refitted and made her first trip as a towboat August 8th, and on the thirty-first she was sold by the Hudson's Bay Company to Stafford, Saunders, Martin, Rudlin, Coltman and Williams. Captain Rudlin, one of the owners, ran her for the new company, and she got along very well, considering her age, even with larger vessels. In 1877 Capt. J. D. Warren took command, and, after receiving needed repairs, she started on her trial trip October 26th. In 1880 the steamer caught fire and her upper works were considerably damaged. She continued jobbing around until 1883, when she struck a rock at the entrance to Burrard's Inlet Narrows and sank. She was raised and started out in good order by the British Columbia Towing and Transportation Company. The *Beaver* served as a towboat until 1888, when she was once more licensed to carry passengers and began running between logging camps on Burrard's Inlet, continuing in the business until the fatal trip in July, 1888, when she went on the rocks near the entrance to Vancouver harbor. Among the captains who succeeded Home, who was drowned February 12, 1858, were Dodd, Brotchie, Scarborough, Sangster, Rudlin, Swanson, Lewis, Sinclair, Pender, McNeil, Mitchell, Cornwall, Brown, Marchant and others. Sabiston, Pamphlet, and other well-known British Columbia mariners, have served on her as mate and pilot.

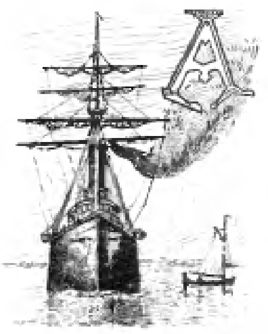
wreck (1838)


STEAMER "BEAVER"
From last photograph taken before her wreck

The steamer *Beaver* was built in Blackwall, county of Middlesex, May 7, 1835, by the ship-building firm of Green, Wagram & Green, her representative owner being William Armit, secretary of the Hudson's Bay Company. Her length was 101.4 feet, beam 20 feet, depth 11 feet, and tonnage 109.12. The engines and boilers were built by Bolton & Watt.

CHAPTER II.

Building of the "Star of Oregon"—Loss of the Brig "Peacock"—Arrival of the Barks "Maryland" and "Chenamus"—The Schooners "Calapooia" and "Wave," Built on the Columbia—Wreck of the "Shark"—Growth of the Coasting Business—First Mail Received at Portland—The "Sylvia de Grasse" and Other Noted Wrecks—Flatboat Navigation of the Willamette—The First River Steamboat—Arrival of the Pioneer Steamships "Caroline" and "Goldhunter"—The Steamer "Lot Whitcomb" Launched—The Columbia River's First Pilot Schooner—The Umpqua River Receives a Visit from Ocean-going Vessels—Branch Licenses Issued Columbia River Pilots.



AN IMPORTANT arrival in 1840 was the bark *Lausanne*, which came from New York in the interest of the missionaries, stopped at Honolulu on the way, and arrived at Astoria in May, among her passengers being the Rev. Gustavus Hines and family, Rev. Jason Lee and wife, and a number of other preachers and teachers. The Hudson's Bay bark *Columbia* was in the river at the time, and her captain, Humphries, piloted the *Lausanne* over the bar. The same year Captain Couch,[1] one of Portland's pioneers, arrived on the brig *Maryland*, which had been sent out from Boston by Capt. John Cushing on an experimental trip. Her officers, Couch and his mates Green B. Johnson and William F. Bartlett, shipped "on a lay." Among other products of the west taken back by the *Maryland* were some of the first Columbia River salmon shipped to the East.

In 1841 the Hudson's Bay Company's bark *Cowlitz* arrived at Vancouver, sailing in October for San Francisco Bay. In the fall the Government sloop-of-war *Peacock* (one of the crew aboard of which was Thomas Mountain[2]) was wrecked at the mouth of the Columbia, bestowing its name on the long spit which lies at its northern entrance. The American schooner *Thos. H. Perkins* was lying in

Capt. John H. Couch

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[1] Capt. John H. Couch was born at Newburyport, Mass., February 21, 1811. His first marine venture was a trip to the East Indies on the brig *Mars*, owned by an uncle of J. C. Flanders. The captain rose rapidly from the ranks, and in 1840 was given command of the brig *Maryland* and sailed for the Columbia River. The Hudson's Bay Company at this time maintained almost absolute control of the territory tributary to the Columbia, and the trip was not altogether a success. The brig was sent to the Sandwich Islands and sold, Captain Couch going home on another vessel. On arrival his employers gave him command of the brig *Chenamus*, and he again started for the Columbia, reaching Clackamas Rapids, below Oregon City, in June, 1842. He remained here until 1847, returning then to Newburyport by way of China. In the fall of 1848 he was placed in charge of the bark *Madonna*, and, with Capt. J. C. Flanders as chief mate, sailed from New York January 12, 1849, arriving in Portland the following August, where he established a store, turning the captaincy of the vessel over to Flanders, who made several successful coasting trips between Portland and San Francisco. He was the first appointee under the Act of Congress to the office of Inspector of Hulls, and, irrespective of the changes of administration, retained the position until his death. He held several other political offices, none of which he sought. His name has been perpetuated in the city of Portland by Couch's Addition, Couch Street, etc.

[2] Capt. Thomas Mountain of Portland, who is probably by several years the oldest marine man in the Northwest, was one of the crew of the *Peacock* at the time of the wreck. Captain Mountain was born in Salem, Mass., in 1822, and joined the *Peacock* as an apprentice in 1836, remaining with her until she was lost. He returned to New York on the *Oregon*, arriving there in 1842, and remained in the Brooklyn Navy Yard three years. He was in the navy during the Mexican War, on the brig *Sampson*, and at

the river at the time, and Lieutenant Wilkes of the *Peacock*[3] chartered her to take the place of the lost brig. She was renamed the *Oregon*. The sloop-of-war *Vincennes*, Capt. Charles Wilkes, arrived in Seattle harbor in 1841, Elliott Bay then receiving its name in honor of one of Wilkes' lieutenants. By far the most important event of the year was the launching of the first vessel built in the Willamette Valley, the *Star of Oregon*, a small fore and aft schooner. The following interesting account of the undertaking is from the Portland *Oregonian* of December 13, 1891, commenting on a letter written many years ago to Hon. J. W. Nesmith by Joseph Gale, commander of the schooner:

SCHOONER "STAR OF OREGON"
Photographed from a Model

"The letter details in full the reasons for undertaking such a difficult enterprise and the incidents connected with it. The settlers wanted cattle, and as all the cattle in the valley were owned by the Hudson's Bay Company, the Methodist missionaries or Ewing Young, who had driven a band from California in 1837, they determined to build this vessel, sail her to California and exchange her for stock. Joseph Gale was an old mountaineer of the class to which Meek, Newell and Ebbetts belonged, but he was also a seaman and possessed knowledge of ship-building and navigation. and was given charge of the enterprise. A site on Swan Island was selected and work begun in the fall of 1840, and May 19, 1841, the *Star of Oregon* was launched. This was before a single tree had been cut to clear the site of the present city of Portland. Through the influence of Capt. George Wilkes, then in the Columbia on his exploring voyage round the world, absolutely necessary things, which the Hudson's Bay Company had refused to let them have, were secured from that company. Captain Wilkes also gave Gale papers necessary for the commander of a vessel to have.

"After launching, the *Star* was worked up to the Willamette Falls, where the work of fitting her for sea was completed. August 27th she started down the river on her voyage, and two days later cast anchor in front of Fort Vancouver and flung to the breeze for the first time the American flag Captain Wilkes had presented her. This was done in a spirit of bravado, to show that Uncle Sam had a vessel and a flag in Oregon waters and that the settlers were able to take care of themselves. A few days later the same courtesy was extended to Fort George (Astoria) at the mouth of the Columbia. There Gale remained about two weeks, giving his green crew a chance to learn seamanship, and, while doing so, entertained Capt. John H. Couch, who had entered the river in the brig *Chenamus*.

"The final start was made September 12th. This was a formidable undertaking, an ocean voyage of nearly 1,000 miles, along a rocky coast, without a chart, in a little vessel only fifty-three feet long, and with a crew of four men and a boy, not one of whom was a seaman; yet Gale boldly sailed out upon the Pacific, trusting to his own long experience on the ocean to carry them through. The weather was stormy and the crew were seasick, and for thirty-six hours Gale stood at the helm without relief. In the morning of September 17th the *Star* dashed through the Golden Gate and dropped anchor before the little town of Yerba Buena (San Francisco), its owners having performed a feat such as American pioneers only have shown the courage and resourcefulness to accomplish The history of the Anglo-Saxon in America is replete with such exhibitions of self-reliance and courageous enterprise. The vessel was sold, and in the spring, Mr. Gale having preached the gospel of Oregon incessantly through the winter, a company of 42 men started north by land, driving with them 1,250 head of cattle, 600 horses and mules and nearly 3,000 sheep, arriving in 75 days with but little loss. Stock monopoly in Oregon was at an end.

"Joseph Gale was, as is here seen, one of the leading spirits in the early and trying days of Oregon. In 1843, he, with Alanson Beers and David Hill, constituted the executive committee of the first provisional government, performing jointly the functions of a governor. He settled in Washington County, beyond Forest Grove, and his name is perpetuated in that section by the well-known landmark, Gale's Peak, and the stream, Gale's Creek. He died in Wallowa County a few years ago. Felix Hathaway, the master mechanic of the vessel, was a gunsmith. He was not an owner nor one of the crew. He also was prominent in the early governmental affairs of Oregon. The movers in this enterprise were Ralph L. Kilbourn, Pleasant Armstrong, Jacob Green, John Canan, Henry Woods and Charley Matts, the last two abandoning the enterprise before it was completed. The others, with an Indian boy, were the crew."

CAPT. THOMAS MOUNTAIN

the close of the war came out to California as boatswain on the clipper ship *Sea Serpent*, leaving her in San Francisco. There he worked ashore for a little while, and then came to Portland before the mast on the brig *Tonquin*. After remaining here a short time he returned to San Francisco and went to the mines, but soon returned to the city and shipped on the clipper *Flying Cloud*, going to China and thence to New York. The *Cloud* at that time was in the height of her glory, having just made a record of eighty-nine days six hours from New York to San Francisco. On the next voyage the *Cloud* made the round trip to San Francisco in eleven months. Mountain left her and came up to Portland, running as deck-hand on the *Multnomah* and *Express*, from this employment going back to the steamship *Columbia*, in which he had come out as second mate in 1850, and leaving her to join the steamship *Northerner*. In 1859 he went to the Sound on the steamer *Julia*, remaining with her for about eighteen months, running between Steilacoom, Seattle and other Sound ports. In 1861 he brought her back from the Sound, and took command of the *Cowlitz*. He was next on the *Wilson G. Hunt*, and from there went as mate on the *Julia*, with Capt. James Strang. Then he was mate on the *New World* until he left to superintend mounting the cannon at Fort Stevens. In 1867 he took the *New World* around to the Sound, and on the trip received a serious injury to his leg, which laid him up for four years. He then retired from the water and took charge of Ben Holladay's wharf property, afterward going to the Oregon Steam Navigation Company, the Oregon Railway & Navigation Company and its successors, remaining continuously in their service up to the present time.

[3] The *Peacock* was one of a squadron which had been sent around the world on an exploring tour by the United States Government, the principal object being the examination of the harbors and coast lines of the Pacific. Beside the *Peacock* the squadron included the sloop-of-war *Vincennes*, the brig *Porpoise*, the ship *Relief*, and the tenders *Sea Gull* and *Flying Fish*. The *Sea Gull* was lost off Cape Horn, and the *Relief* returned to the Atlantic after reaching Callao. The *Vincennes* and the *Porpoise*, which were expected to visit the Columbia, after stopping at the Sandwich Islands, went on to Puget Sound, arriving in May, and made some extensive surveys in various parts of this important region. After the wreck of the *Peacock* the *Vincennes* and *Porpoise* started south, the latter vessel entering the Columbia, where she found the *Flying Fish*. Lieutenant Wilkes then made a survey of the Columbia as far up as Vancouver, at the conclusion of which he sailed southward, thence returning to the East, where he made the first official report on the importance of the rivers and harbors of the Pacific Northwest.

In 1842 Captain Couch, who had been here the year before in the *Maryland*, reached Clackamas Rapids in June in the brig *Chenamus* with a cargo from Newburyport, and sailed again September 1st. This year a regular transportation line was established on the lower Columbia between Astoria and Cathlamet, by Saul, the negro cook, who had deserted from the *Peacock* when she was wrecked. His packet was a small fore and aft schooner in which he carried quite a number of passengers, live-stock and miscellaneous freight: He continued in this trade for a considerable length of time and made money. In addition to the regular Hudson's Bay vessels, the British ship *Valleyfield*, Captain Boulton, arrived from England. Among the important arrivals in 1843 was the bark *Farna*, which came from the Sandwich Islands, bringing among other passengers Francis W. Pettigrove, who had the honor of naming the future metropolis of the Northwest, Portland. The bark *Columbia*, Captain Humphries, also visited the Columbia River, sailing in the fall for the Sandwich Islands; and the bark *Diamond*, Captain Fowler, of Scarborough, England, arrived and departed after a brief stay. The Hudson's Bay Company this year started a post at Camosin, or, as it is now called, Victoria, Vancouver Island, thereby increasing the business of their local as well as their foreign fleet. The only American vessel bringing a cargo to the Columbia the following summer was the brig *Chenamus*, Captain Couch. Her cargo was unloaded at the mouth of the Willamette and thence boated to Oregon City. The bark *Columbia* entered again for the Fur Company, and the bark *Brothers*, Captain Flere, from England, reached Vancouver in May, carrying among other passengers Mr. Roberts of Cathlamet, who had returned to England after his first trip out in the *Ganymede*. In 1844 the French ship *Le Indefatigable* arrived from France, bringing the celebrated missionary, Brother Accolti. The British sloop-of-war *Modeste* also paid a visit to the Columbia to look after Great Britain's interests at Vancouver, remaining until the treaty was signed. River navigation on the Columbia was increased by the completion of the little scow schooner *Calapooia*, which was built during the year by Mr. Cook and others, and sailed by Capt. B. Grounds.[4] Her initial work was in transporting a cargo of cattle (the first ever landed on the north side of the river) for John Hobson, who is still living at Astoria.

CAPT. B. GROUNDS

The year 1845 was a notable one for British Columbia, as the bark *Vancouver*, the first vessel entering Victoria harbor direct from England, arrived for the Hudson's Bay Company. This company also had an extra vessel this year. In addition to their regular liners, the *Columbia* and *Cowlitz*, the *Mary Dare*[5] arrived from London, Captain Mouatt, who afterward played an important part in Northwestern marine matters, coming out on her as second mate. In the fall four whalers entered Esquimalt harbor and wintered there. During the season the North Pacific Ocean was visited at different times by quite a fleet of war vessels; among them were the following: British ship *America*, fifty guns, Capt. John Gordon; line ship *Collingswood*, eighty guns, Sir G. F. Seymore, commander; frigates *Grampus*, fifty guns, C. B. Martin; *Fisguard*, forty-two guns, J. A. Duntz; *Juno*, twenty-six guns, P. J. Blake; *Talbot*, twenty-six guns, Sir T. Thompson; *Carysfort*, twenty-six guns, Seymore; *Herald*, twenty-six guns, Henry Kellet; sloops *Modeste*, eighteen guns, Thomas Bailey; *Daphne*, eighteen guns, Onslow; steamers *Sampson*, six guns, Henderson; *Cormorant*, six guns, George T. Gordon; *Salamander*, six guns, A. S. Hammond; brigs *Frolic*, six guns, C. B. Hamilton; *Pandora*, six guns, S. Wood; brigantine *Spy*, three guns, O. Woodbridge. Total, 355 guns. The United States was represented by the line ship *Columbus*, eighty-six guns, Riddle; frigates *Congress*, sixty guns, Stockton; *Savannah*, sixty guns, J. D. Sloat; sloops *Portsmouth*, twenty-four guns, Montgomery; *Levant*, twenty-four guns, Page; *Warren*, twenty-four guns, Hall; *Cyane*, twenty-four guns,

CAPTAIN MOUATT

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[4] Capt. Brazil Grounds, who commanded the *Calapooia* and *Wave*, is one of the oldest living mariners in the Pacific Northwest. He is a native of North Carolina, and began his marine career an even half century ago on the *Calapooia*. He next ran the *Wave* for Ketchum, taking her to San Francisco in 1848. He remained there until 1852, when he came back to Oregon and farmed for four years, occasionally pursuing his old vocation. In 1859 he went to Walla Walla, remaining until 1865, when he returned to Portland and operated the first steam dredge. The following year he built the scow steamer *Black Republican*. Since then he has been almost continuously engaged in running steam schooners on the Columbia River and Puget Sound. In 1887 he was unfortunate enough to lose a money-making craft, the steam schooner *Queen of the Bay*, which was wrecked off the Nehalem River in September of that year. At the present time he is operating the steam schooner *Maid of Oregon* on Puget Sound and British Columbia waters.

[5] Captain Mouatt, who came out on the *Mary Dare*, was born in London in 1821, and after his arrival here continued in the service of the Hudson's Bay Company, trading on the west coast and to the islands. In 1848 he was piloting the company's vessels on the Columbia bar, and in 1853 went back to England in command of the *Mary Dare*, returning again in 1855, when he became captain of the *Otter*, occupying this position until he took command of the *Labouchere* a short time before she was wrecked. In fact she was lost on his second trip in charge. He was subsequently captain of the steamer *Martin* on Kamloops Lake, and after remaining there a year was placed in charge of the company's trading-post at Fort Rupert. He died April 12, 1871, while *en route* from Knight's Inlet to Fort Rupert.

Thomas J. Griffin, who came out as an apprentice on the *Mary Dare* in 1845, is still living at Coupeville, Wash. He was but seventeen years old at the time of his arrival, and remained in the service of the Hudson's Bay Company until 1852.

Mervin; schooner *Shark*,[6] twelve guns, Howison; store-ship *Erie*, eight guns, Turner. Total, 322 guns. The old bark *Toulon*, in command of Capt. Nathaniel Crosby, came in 1845, Hon. Benjamin Stark, a pioneer resident of Portland, being supercargo aboard. The *Toulon* returned again in 1846, and the brig *Henry*, Captain Kilbourn, arrived the same year from Newburyport, and was operated as a coaster for several years following. In the latter part of the forties she was bought by the Hon. Francis A. Chenowith, first Speaker of the Washington Legislature. He afterward ran her for a long time between Portland and the Cascades, and she transported all the material for the first tramway at the latter point.

ASTORIA'S FIRST CUSTOM HOUSE

Some idea of the kind of business that coasters found in those days can be gleaned from the following item, taken from the *Californian* of November 17, 1847: "The brig *Henry*, Captain Kilbourn, arrived yesterday from the Columbia River with a cargo of lumber, flour, salmon, beef, potatoes, butter, cheese, cranberries, turnips, cabbage and onions, also a small invoice of almanacs adapted to the meridian of Monterey. She brought nine passengers, while the *Whiton*, arriving at the same time, brought four cabin and ten steerage."

Great Britain was watchful of her interests in the Northwest during 1846, and her sloop-of-war *Modeste* was stationed at Vancouver and other points in the Columbia nearly all the year, with the following crew: Thomas Baillie, captain; T. M. Rodney, T. G. Drake, T. P. Coode, lieutenants; C. J. Gibbon, master; John Gibson, surgeon; J. M. Hobbs, purser; A. A. D. Dundas, mate; A. Gordon, assistant surgeon; A. T. DeHorsey, J. Montgomery, Charles Grant and R. T. Legge, midshipmen; J. Hickman, gunner; J. Stevens, boatswain; William Ellicott, carpenter. At the same time H. M. frigate *Fisguard*, forty-two guns and 350 men, was sent to Nisqually: J. A. Duntz, captain; John Rodd, Charles Dyke, George Y. Patterson, Edward W. Lang, Edward D. Ashe, lieutenants; H. H. McCarty and Fleetwood J. Richard, marine lieutenants; Edwin P. Cole, master; Robert Thompson, chaplain; Thomas R. Burn, surgeon; Thomas Rowe, purser; James Crosby, second master; Robert M. Joship, instructor, and fourteen midshipmen. H. M. S. *Cormorant* was also stationed in the vicinity of Vancouver Island, her commander, Benjamin Topp, dying at Victoria, October 22d, aged 40 years. He was succeeded in command by Captain Gordon. Afterward this fleet was reinforced by the frigate *Constance*, Captain Courtney, and the *Inconstant*, Captain Shepherd. Two British surveying vessels, the *Herald*, Captain Killett, and the *Pandora*, Captain Wood, were working in the vicinity of Puget Sound and Vancouver Island. The presence of so large a naval force, as that which had been gathering during the year, was occasioned by the imminent boundary-line question, which even then had become so exciting, that murmurs of "fifty-four, forty, or fight" were frequently heard on the American side of the line.

CAPT. B. C. KINDRED

In 1846 the Legislature of Oregon passed the first pilotage law, authorizing the Governor to appoint commissioners to examine and license pilots for the bar and river. In April, 1847, under this act, S. C. Reeves was the first pilot appointed for the Columbia River bar. Reeves had the reputation in those days of being a good pilot, and during his short career made several trips to San Francisco to meet vessels desiring to come to the Columbia, two of which were made in a ship's long-boat. He went to California at the time of the gold excitement, and sailed a small sloop called the *Flora* on the bay, finally losing his life by the capsizing of his vessel during a squall in May, 1849.

In 1847 Capt. Fred Ketchum built the schooner *Wave* at Westport. She was constructed to carry lumber to up-river points, but was sent to California in 1848 with a party of miners. Ketchum was assisted in this venture by Capt. Brazil Grounds, who ran the *Calapooia* for Captain Cook in 1845. During the year the bark *Morning Star*, Captain Menes, arrived, five and one-half months from Brest, bringing several priests, deacons and nuns, whose services were thought to be much needed in this country in those days. The bark *Whiton* arrived in the Willamette from New York, in command of Captain Prince, with Richard Hoyt,[7] mate, sailing again in October for San Francisco and Panama. Hoyt went with her, but returned a few years later and made a lasting name for himself in marine history. The brigs *Henry* and *Janet*, the latter an English vessel, were in the coasting trade, and the ship *Mt. Vernon*, Captain Gibbons, was among the new-comers. The Hudson's Bay bark *Columbia* also reached Victoria on her annual voyage from England. On the Columbia, B. C. Kindred, who is still living at Fort Stevens, was running a boat from Astoria to up-river points. The fare was $20 to Oregon City, and the passenger "found" himself and also helped pull the boat. In 1849 Kindred began to make regular landings at Portland, continuing in this trade until 1850, when the steamers drove him off.

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[6] In August, 1846, the American sloop-of-war *Shark* entered the Columbia, twenty-five days from Honolulu, and was obliged to wait outside until Lieutenant Howison and Captain Schenck entered in a small boat and sounded. After crossing the bar, Saul, the negro cook from the *Peacock*, attempted to pilot the vessel to Astoria, but ran her aground before he had been aboard twenty minutes. They then sent to Astoria and secured the services of Lattie, one of the Hudson's Bay pilots, who took them through safely. From there they went to Vancouver. In addition to the officers named, the *Shark* had on board the following: James D. Bullock, lieutenant; William S. Hollis, purser; Edward Hudsom, surgeon; T. McLanahan, T. J. Simes and H. Davidson, midshipmen. Owing to frequent desertions from the crew, the *Shark* made a brief stay in the river and on the 10th of September started seaward, piling up on the south spit and becoming a total wreck. Inasmuch as the officers of the vessel had spent the whole of the day previous reconnoitering, it looks as though there might have been a degree of carelessness attached to the unfortunate occurrence; but, if there was, no one was ever censured, and the old *Shark* drifted out to sea, the wreck coming ashore down near Tillamook Head, where it was torn apart by John Hobson (still living at Astoria) and a few others in that neighborhood. One of the guns from this early terror of the seas is still lying at Astoria, having been brought there from the beach where the hull stranded. The entire crew escaped in boats and were given supplies by S. H. Smith, and in 1847 were taken to San Francisco on the old *Cadboro*, which was chartered from the Hudson's Bay Company for the trip. They went aboard in November, 1846, but did not cross out of the Columbia until January 18, 1847.

Capt. Richard Hoyt, Sr.

In 1848 the brig *Sequin* was among the additions to the coasting fleet. The difficulties of river navigation in those days can be comprehended when it is stated that she was fifty-four days from Astoria to Portland. The *Sequin* the same year made a trip from San Francisco to Puget Sound, and the following season perpetuated her name by delivering at Portland the first mail that arrived in United States postal sacks. Captain Norton,[8] her energetic owner, made a financial success with the *Sequin* in the coasting trade, one round trip alone between San Francisco and Portland clearing him over $18,000. The same year the brig *Forrest* was bought by Joseph Kellogg,[9] Lot Whitcomb and William Torrence, to run between Milwaukie and San Francisco. The brig *Henry*, mentioned in 1846, was making regular trips between San Francisco, Honolulu and the Columbia River.

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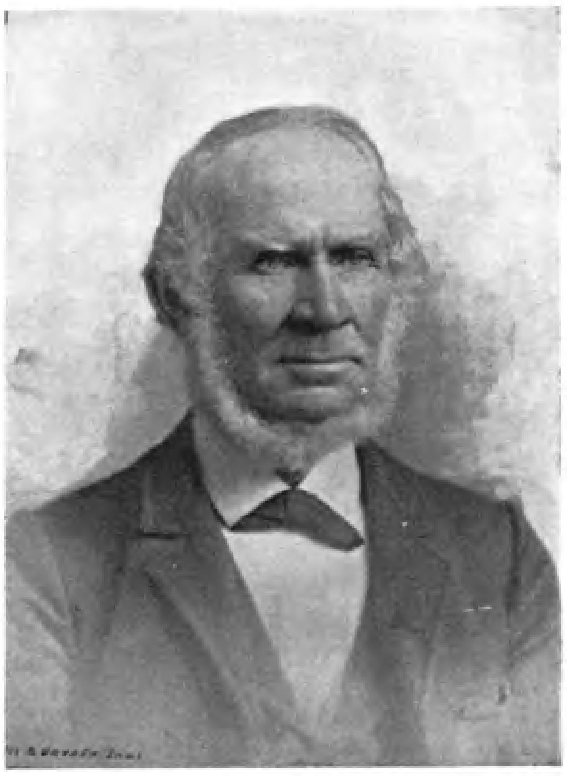
[7] Capt. Richard Hoyt, Sr., who came out as mate on the *Whiton*, and in after years became one of the pioneers of steam navigation on the Columbia and Willamette rivers, was born at Lake George, New Hampshire, in 1814. His marine career began on the Atlantic, where he worked up to the position of master while yet a young man. Before coming to the Pacific Coast he commanded a brig called the *Tuscany*, having with him as mate Capt. William Irving, another man who was destined to be a pioneer in Northwestern waters. He returned to New York with the *Whiton*, and two years later came out in command of the bark *John W. Cater*, owned by the famous Fernando Wood. He made two trips in the *Cater*, and on his arrival in California, at the close of the second trip, left the bark at San Francisco and began running a small steamer called the *Miner*, on the Sacramento River. The possibilities of steam navigation in the North had probably deeply impressed him, for he soon retired from the Sacramento and came up to Oregon on the bark *Ocean Bird*, bringing the little propeller *Black Hawk*, which he placed on the Oregon City route. He afterward acquired an interest in the steamer *Wallamet* and owned the *Multnomah*. The latter vessel was the best known of any of the pioneer steamers on the Columbia, and remained in his possession and command until the time of his death in 1862. About 1857, in company with Wells, Williams and others, he formed the Columbia Steam Navigation Company. Among its first ventures was the building of the *Eliza Anderson*, the largest low-pressure steamer in Oregon at that time. The Columbia Steam Navigation Company was short-lived, but it was through its instrumentality that the Union Transportation Company and the Oregon Steam Navigation Company sprang into existence, the latter company, on its organization, giving to Hoyt the entire trade on the Astoria route as his share of the territory then controlled by the allied interests. Captain Hoyt died February 18, 1862, sincerely mourned by a large circle of friends, to whom the names Hoyt and *Multnomah* had become as household words. He was succeeded a few years after his death by his son Richard, who is still prominently connected with marine interests.

[8] Z. C. Norton was born in Maine in 1818. In 1847 he built the brig *Sequin*, in Maine, and made a trip to the West Indies and South American ports, and in 1848 took a load of lumber to Buenos Ayres, and from there took cargo and passengers to California. Immediately after his arrival he put the *Sequin* in the coasting trade, sailing for the Columbia on his first trip, November 27, 1848, and arrived at Baker's Bay December 2d. Among his passengers was Stephen Coffin, one of the Portland townsite owners. The brig was fifty-four days going to Portland on her first trip on account of high water and floating ice. He continued coasting for several years, and made considerable money. In later years he retired to a farm near Portland, where he died February 18, 1879.

[9] Joseph Kellogg was born June 24, 1812, in Canada, and crossed the plains in 1848 in a company, among which was P. B. Cornwall. On reaching Oregon, he located a claim which adjoined that of Lot Whitcomb, and with him and William Torrence laid out the town of Milwaukie and built a sawmill. He also constructed a schooner for the firm, which was loaded with produce and taken to California. There the vessel and cargo were traded for the brig *Forrest*, which soon earned the money for the bark *Lausanne*. The business of the firm of Whitcomb, Kellogg & Torrence increased, and they built a mill and kept two brigs busy carrying lumber to California. Withdrawing from this, Captain Kellogg formed a partnership with Bradberry and Eddy and built the Standard Flour Mills, the most extensive in Oregon. In 1863 he built the steamer *Senator*, which was afterward sold to the People's Transportation Company. After uniting his interests with this company, he superintended the construction of the basin at Oregon City, and subsequently, with Captain Pease, began the navigation of the Tualitin with the little steamer *Onward*, building the canal between the river and Sucker Lake. About this time he bought and laid out the town of Oswego. When Ben Holladay bought the People's Transportation Company in 1870, Kellogg and others organized the Willamette Transportation Company, of which he was vice-president and director. He superintended the building of the steamers *Governor Grover* and *Beaver* for this company, but soon after sold his interests on the Willamette and Tualitin and formed what is now known as the Joseph Kellogg Transportation Company.



Capt. Joseph Kellogg

The United States transport *Anita*, Capt. S. E. Woodworth, arrived in the river March 15, 1848, fifteen days from San Francisco. The object of her visit was to secure recruits for the army in Mexico; failing in this she departed April 22d, reaching San Francisco five days later. The English bark *Janet*, Dring, master, came from Honolulu, returning again the following year from San Francisco, bringing as passengers Joe Lane and Joe Meek, who were *en route* home from the East with their appointments as Governor and United States Marshal, respectively.

CAPT. WILLIAM IRVING

The farmers living on Clatsop plains, desiring to get their products to market, built a schooner called the *Skipanon*, in 1848, at Lexington, or, as it is now called, Skipanon, a short distance below Astoria. She was owned by R. S. McEwan, Thomas Owens, Calvin Tibbetts and Aldridge Trask. She was a two-master of about forty tons burden, and was manned, with the exception of the captain, by farmers. Her first venture was a cargo of butter, bacon, eggs and potatoes, which were disposed of to excellent advantage in Sacramento, where they arrived in July, 1849. The schooner was sold there and the crew returned to Astoria on the bark *Ocean Bird*, Tibbetts dying on the way up. During this year George Geer and Robert Alexander operated the launch of the wrecked *Peacock* as a pilot boat on the bar. The craft was sloop-rigged and sailed like a clipper. On one occasion Alexander took her from Astoria to Portland in eighteen hours, anchoring over night in the Willamette. He left Astoria soon after this and was finally killed by the Indians on the American River. Geer fell from grace by selling "blue ruin" to the Clatsop Indians at Astoria, who terrified the wives and children of the settlers with their drunken menaces. The Clatsop men protested, and Geer sent them an insulting answer; so they came over, ducked him in the bay and ran him out of the country in the summer of 1848. The *Peacock's* launch afterward took a number of passengers to San Francisco. The schooners *Eveline* and *Sabina* were making regular trips between the Columbia and California ports.

Two vessels were wrecked at the mouth of the river this year: one was the bark *Vancouver*, in command of Captain Mouatt, well and favorably known in marine circles in the Northwest for many years. She was a teak-built vessel of about 400 tons, and *en route* from London to Vancouver with a cargo for the Hudson's Bay Company. Pilot Reeves, who was afterward drowned in California, boarded her, and in sailing in ran the vessel aground on the middle sands, where she soon pounded to pieces. Nothing was done about the matter, although Captain Mouatt insisted that Reeves lost her through gross carelessness. The other vessel was the whaling ship *Maine*, which went ashore on Clatsop Spit, and a quantity of her wreckage washed up on Clatsop beach, John Hobson of Astoria securing a complete cooper-shop outfit which formed part of her equipment. The crew were all rescued and were sent to San Francisco in a ship's boat which had been lengthened and rigged for the service.

CAPT. JOB HATFIELD

In 1849 marine craft were no longer so few in number as to be curiosities. The bark *John W. Cater*, in which Capt. Richard Hoyt had returned to the Pacific Coast, was running regularly as a coaster, between San Francisco, Victoria and Portland. The bark *Madonna*, in command of Captain Couch, who had made several previous trips here, arrived in Portland in August, and Chief Mate J. C. Flanders took command. This year the *Madonna* marked a period in history, as the first vessel advertised to sail for an Atlantic port from the Northwest, being on berth at Portland for New York. A relic of river navigation in early days is yet visible at low tide in Astoria harbor, where the timbers of the old *Sylvia de Grasse*,[10] wrecked in 1849, still remain.

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[10] The *Sylvia de Grasse* was an old New York packet built of live-oak and locust. The ship had considerable historic interest attached to her, being the vessel which brought the first news of the French revolution to the United States. she sailed round to the Pacific Coast, where she was bought by a man named Gray. Shortly after this, fortune, came up to the Columbia, leaving orders for the vessel to follow as soon as possible. Her new owner, with a view to making a quick of lumber on the river at Oregon City, St. Helens and Hunt's Mills, for which he paid about $15 per thousand. Gray secured a cargo of 600,000 feet from $300 to $500 per thousand in San Francisco, he hurriedly loaded the vessel and started her down the river. As it was then worth the *Sylvia* was anchored, and Pickernell, one of the early pilots, went aboard to take her down to the bar. Reaching Astoria, raised preparatory to beating down, the vessel drifted on a ledge of rocks opposite what is now known as Upper Astoria; and, despite all efforts to release her, she remained hard and fast. With visions of a falling market taking his big prospective fortune from him, Gray made frantic efforts to secure another vessel. The only one available was the American ship *Walpole*, which had come in with a cargo of government supplies. Gray made the *Walpole's* skipper an offer of $10,000 to take the cargo to San Francisco, but, as the *Walpole* was under charter, her captain refused to go. As nearly all of the coasting vessels at this period were of small tonnage, several weeks elapsed before he finally succeeded in getting his lumber afloat on three small schooners. By the time they reached

The bark *Success*, Capt. William Irving,[11] arrived from the East and entered the coasting trade. The old *Lausanne* was bought by Kellogg, Whitcomb & Torrence for their Milwaukie and San Francisco line; and Captain Crosby arrrived with the brig *Grecian*, which also engaged in the coast traffic. The brig *Orbit*[12] made a trip to Victoria and other Sound points; and Shoalwater Bay had a visit from the bark *Undine*, which came from California with a load of gold-hunters, missed the Columbia River and ran into the bay by mistake. Among her passengers was Associate Justice O. C. Pratt, who, with others, left her at Shoalwater Bay and came over to the Columbia. The bark, which was of about 250 tons register, afterward came around to the Columbia and went up for a cargo of lumber. In British Columbia the Hudson's Bay Company established Fort Rupert, and, finding coal, succeeded in loading the ship *England* there the following year. Coal was not plentiful, however, and these mines never amounted to much. An important addition to the population of British Columbia was a number of settlers who arrived at Victoria on the British ship *Harpooner*, in charge of W. C. Grant, settling at Sooke.

On December 25, 1849, the first pilot schooner, the *Mary Taylor*, arrived at Astoria. She was brought up from San Francisco by Capt. J. G. Hustler[13] and Capt. Cornelius White. They piloted on the Columbia bar for

Capt. J. G. Hustler

San Francisco lumber had fallen with a rush. Although the tide has ebbed and flowed through the timbers of the old craft since 1849, nearly half a century, many of them are still sound, and less than a year ago an Astoria boat-builder went out to the wreck at extreme low water and sawed out a chunk of live-oak, which he used in the construction of a latter-day boat.

[11] Capt. William Irving, a man whose name will be remembered as long as steam and sail vessels move in the waters of the Northwest, was born in Annan, Dumfrieshire, Scotland, in 1816, and died at New Westminster, B. C., August 28, 1872. He began his sea-going career at an early age, sailing all over the world while still a young man. In the early forties he was mate on the brig *Tuscany*, plying between New York and English ports; and a singular coincidence in connection with this was that the captain of the brig was Richard Hoyt, and the steward Richard Williams, three men who were destined in after years to play a most important part in the establishment of steam navigation on the Willamette and Columbia rivers. Captain Irving first arrived in Oregon in 1849 as master and part owner of the bark *Success*, with which he entered the coasting trade. Within a year or two after his arrival he laid the foundation for his fortune by purchasing a large tract of land on the east side of the Willamette; and, as the city of Portland spread in this direction, it became immensely valuable. Captain Irving's first steamboat venture was the little *Eagle*, which he brought up on the deck of the bark *Success* and placed on the Portland and Oregon City route, afterward selling her to Wells & Williams. Later he bought the *Express*, and, associated with others, owned a number of equally well-known pioneer steamers. About 1858 he sold out his steamboat interests in Oregon and went to British Columbia, where he joined his old partner, Alexander S. Murray, and built the first steamer constructed in British Columbia, the-*Governor Douglas*, following her with the *Colonel Moody*, with which he made the first successful trip to Yale in 1861. In 1862 he sold his interests in the *Douglas* and *Moody* and built the *Reliance*, running her until 1866, when he built the *Onward*. Almost from the time of his arrival on the Fraser he was engaged in fighting red-hot opposition; but, with the indomitable will and unflinching determination, which is inherited in no small degree by his son, Commodore John Irving, he emerged from each engagement victorious, and at the time of his death stood at the head of his profession, admired even by his business rivals, and revered by a host of friends, who felt in his death an irreparable loss. In speaking of his many virtues a pioneer friend said at the time of his death: "His purse was always at the disposal of any one in need, and his generosity was unrestricted by class, faith or nationality. He knew no distinction in his bounty, and he never allowed a former injury to interfere with a present occasion for timely aid. He was a gentleman in the true sense of the term."

[12] The brig *Orbit* arrived at Tumwater, Washington, in January, 1850, coming from San Francisco, where she was bought by Col. I. N. Ebey, B. F. Shaw, E. Sylvester and S. Jackson. They purchased her as a means of transit to the country, and brought one passenger with them. On reaching Tumwater they sold the brig to Michael Simmons, who sent her to San Francisco in charge of Captain Dunham. She next went on a trip to the Columbia in command of Captain Butler, but, meeting with difficulty on the bar, was abandoned. She afterward drifted into Baker's Bay, and was held for salvage by the Astorians. Simmons settled with them, took her back to the Sound, and sold her to J. H. Swan, H. A. Goldsborough and others. They loaded her with piles and started her for the Sandwich Islands, but she was disabled in a gale on the Straits of Fuca and went into Esquimalt, where she was sold to the Hudson's Bay Company for $1,000. They renamed her and ran her in the coast trade for several years.

[13] Capt. J. G. Hustler, one of the first pilots on the Columbia River bar, was born in New York City in 1826, his father being master of one of the first packet ships running between New York and Liverpool, in 1818. After attending school until the age of thirteen, young Hustler was apprenticed on the school ship *North Carolina*, and afterward transferred to the *Independence* as midshipman. He was next in the ship-of-war *Preble*, making a cruise to the coast of Africa, where, while lying in the river *Gambia*, the African fever carried off 119 out of the 132 on board. They left there at last and reached Cape Verde Islands, receiving assistance from Commodore Perry of the *Macedonian*, who supplied them with a crew, which enabled them to return to New York in the fall of 1844. Captain Hustler then retired from the navy and began piloting out of New York harbor, continuing there until 1848. He then joined a company of forty-one men in the purchase of the brig *Sarah McFarlane* and sailed for California, arriving in September, 1849. After a brief stay at the mines Captain Hustler returned to San Francisco, where he met John White, another old New York pilot. Together they bought the schooner *Mary Taylor* and sailed for Astoria, arriving December 25, 1849, when they at once began piloting on the bar, using the schooner as a pilot boat. They continued in this calling up to 1852, when the Board of Pilot Commissioners was organized, and Hustler received his first branch. He piloted until 1859, at which time, owing to ill health, he was obliged to retire, and engaged in mercantile pursuits at Astoria. While so occupied he made occasional sea trips, running the bark *Jane A. Falkenberg* for Captain Flavel. He also took the *Eliza Anderson* around from the Columbia and ran her a short time between Victoria and Fraser River. On his retirement from the water he held the office of City Treasurer at Astoria for six years, and was also County Clerk for four years, and for thirty years School Clerk. During the Holladay *régime* he was placed in charge of the Main Street dock at Astoria, where he remained until he died, February 1, 1893, mourned by all who knew him.

some time, and were joined in this vocation by Capt. Job Hatfield,[14] who is still living at Coos Bay. The *Mary Taylor* was a craft 60 feet long, 17 feet beam, and was built in New London, Conn., in 1848. After the arrival of the pilot boat *California* the *Mary Taylor* was sold to the Winants, of Shoalwater Bay. The schooner *Two Brothers*, Captain Fieldsted, and the *Anna Sophia*, Captain Tuttle, were in the Shoalwater Bay oyster trade.

Up cargoes from San Francisco were not very heavy, and in the clearances from the Bay City it was invariably stated, "for provisions," all of the exports from Oregon at that time coming under that general head. In addition to the vessels mentioned the following were plying regularly in the coasting traffic: the schooner *Starling*, Captain Menzies, barks *Anita*, *Ocean Bird*, *Keoka* and *Carib*. The last three vessels were bought in September, 1849, by S. S. White,[15] D. B. Hanna and B. Jennings, who ran them regularly in the Oregon trade and made considerable money with them. The brig *John Petty* arrived from San Francisco with a cargo of general merchandise, which she had brought from the East and failed to dispose of in the Bay City. The *Petty* was in command of Capt. George Flavel,[16] a man who in after years amassed a colossal fortune and made himself famous in marine circles throughout the Northwest. The Columbia also received a visit this year from the United States

S. S. White

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[14] Job Hatfield, who was one of the *Mary Taylor's* crew of pilots, was born in England in 1815, and followed the sea in various parts of the world until he arrived on the Columbia. After leaving the *Mary Taylor* in 1850 he retired to a farm near Scottsburg, Oregon, and has resided there continuously since.

[15] S. S. White, who was at the head of this early transportation company, was born in Indiana in 1811 and crossed the plains in 1845. When he went to California to secure a vessel for the Oregon trade, he intended to buy but one vessel, but the gold excitement, which had caused entire crews, from captain down, to desert their ships, had left large numbers of really fine craft to be had for a song; this enabled him to secure the three vessels for about the value of one. They made but one trip with the *Carib*, as she was more suitable for passengers than freight. The *Ocean Bird* was the money-maker of the trio, clearing her original cost, $12,000, and $400 beside on her first trip, in September, 1849. Her second trip was to the Sandwich Islands, whence she returned with a profit of $16,000 from the voyage. After selling the *Carib*, White and his associates continued running the *Keoka* and *Ocean Bird* for about a year. In 1850 Hanna dropped out of the firm, and White, Jennings and Lot Whitcomb bought the bark *Louisiana*, which brought the steamer *Lot Whitcomb's* machinery from the East. These three men, the original owners of the steamer *Lot Whitcomb*, paid $15,000 for the machinery, and sent it up to Portland without unloading it. Soon after the completion of the *Whitcomb*, the partnership was dissolved, White selling out to the other partners and retiring from the steamboat business. He is still living in Portland, where his son, E. M. White, who took quite a prominent part in steamboating on the Willamette in early days, died a few years ago.

[16] Capt. George Flavel, for nearly forty years one of the most prominent characters in marine circles on the Pacific Coast, was a native of Norfolk, Va., but left the Atlantic Coast when quite young and came to California in command of the *Petty*. After disposing of the cargo of the *Petty* in Portland he returned to San Francisco and went to the mines. Making a short stay there he returned to the water and took command of the old *Goliah*, which was then running between San Francisco and Sacramento as a passenger steamer. He remained on the *Goliah* but a short time (although he ran her between Portland and San Francisco a few trips in 1851), returning to the Columbia early in 1850 as mate and pilot on the old steamship *Goldhunter*. While in this service he was given the first branch license ever issued to a Columbia River pilot by the State. Leaving the *Goldhunter* he bought the schooner *California* in San Francisco, and brought her up and put her on the bar in opposition to the *Mary Taylor*, then running as a pilot boat. By good management he soon succeeded in ending the opposition and securing full control of the bar pilotage. He made money very rapidly. Thinking, however, that the chances for accumulating a fortune were better on shore, in company with a man named Aiken he built a sawmill on Young's River, which ruined them both in comparatively short order and forced Captain Flavel to go back to his original calling. Money was plentiful in those days, and Flavel had many friends in the Bay City; so when he went down and stated his case he had no trouble in securing the means to buy an interest in the schooner *Halcyon*, of which he became captain, making money fast in the coasting trade. With the profits he purchased an interest in the *Jane A. Falkenberg* and took command, running her for about two years. During this time he retained his interest in the pilot boat *California*, which was always a money-maker. About 1858 his marine ventures and investments ashore had grown so profitable that he retired from the water himself and gave all his attention to the management of his business. He had full control of the bar pilotage, and, while the rates were high, he kept the service up to a high standard. When Paul Corno put the *Rabboni*, the first tug, in the service, Flavel and his nervy pilots waged such a relentless and untiring opposition, that Corno retired in a short time, loser by several thousand dollars, while the Flavel pilots had prospered. Soon after the *Rabboni's* departure the State offered a bonus of $30,000 to any one who would maintain a steam tug on the bar for a period of five years. Flavel accepted the offer and built the tug *Astoria* in 1869, and for nearly twenty years enjoyed almost a monopoly of the towage and pilotage into the Columbia. His rates were high, but he gave a service that has not been improved, except in so far as the dangers have been lessened by improvements to the channel; and through all of his *régime* any opposition that sprang up found continued existence impossible, for the simple reason that his service could not be excelled. The *Astoria* handled the business for a few years, and then the *C. J. Brenham* was brought out, followed by the *Columbia* and subsequently by the new *Astoria*. About 1887 Captain Flavel sold out his interest in this business to A. M. Simpson and retired from active service, residing in Astoria until his death, which occurred July 3, 1893. No man whose name had been so prominently before the people was more roundly abused by both press and public for many years than Capt. George Flavel; and yet in less than

Capt. George Flavel

surveying schooner *Ewing*.[17] Of the wrecks occurring in 1849 the most important were those of the American ship *Aurora*[18] and the French bark *Morning Star*.[19]

In the year 1850 transportation on the upper Willamette was carried on by two men, who are still in active service, Capt. George Pease[20] and Capt. James D. Miller.[21] Miller had a flatboat, sixty-five feet

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a year after his retirement desires were expressed for a restoration of the Flavel management with its high rates but excellent service. Captain Flavel's success was due in a large measure to a thorough, practical knowledge of the business in which he was engaged. He never sent a man where he would not go himself, and coupled with absolute fearlessness he possessed rare good judgment. With his death passed away a remarkable man.

[17] The government schooner *Ewing* arrived in the Columbia April 10, 1849, after surveying the coast from San Francisco north. She was a topsail schooner of about 90 tons burden, in command of Captain McArthur, and carried 32 men all told. On arrival she surveyed the river as far up as Tongue Point. Among her crew was J. A. Cook, still living at Astoria. The *Ewing*, while lying in San Francisco harbor, preparatory to her northern cruise, was the scene of a tragic exhibition of naval discipline, four of her crew being hanged to the yardarm for desertion and attempted murder. They were anxious to get to the mines, and on the way ashore with the lieutenant threw him overboard and escaped, only to be recaptured and sentenced to death. Two of the men were hanged from the *Raritan*, one from the *St. Mary*, and one from the *Ewing*, while a fifth man was reprieved. After making the survey in the Columbia the *Ewing* went to Puget Sound.

[18] The American ship *Aurora*, in command of Captain Kilbourn, formerly of the brig *Henry*, ran on the sands off Gray's Bay while *en route* from San Francisco for a lumber cargo. She had twenty or thirty passengers aboard and a small cargo, and, a heavy gale coming up, the ship proved a total loss. John Hobson took the passengers to Oregon City in a flatboat.

T. V. SMITH,
Engineer Steamer *Columbia*, listening to one of Col. Joe Meek's stories

[19] Another important wreck occurring this year was that of the French bark *Morning Star*, Capt. Francis Menes, from Havre de Grace for the Columbia River. She left Havre in December, 1848, and arrived at the bar in July, 1849. She had waited seven days for a pilot, and, as the captain of an American brig told Captain Menes that Pilot Reeves had been drowned in San Francisco Bay, he attempted to sail in, July 11th. He had crossed with the *Morning Star* in 1847, but the tortuous channel had changed, and she struck while drawing sixteen feet of water and thumped for nine hours. All the lifeboats were lost in attempting to lower them, and one man was drowned. The keel and rudder broke off, and she finally drifted into Baker's Bay. Lattie, the river pilot, took out some Indians, and with their help and that of the crews from the bark *John W. Cater*, brig *Undine* and ship *Walpole*, who worked with her for twenty hours, pumping and bailing, and with the assistance of a box rudder, finally reached Portland. Her cargo was saved and the hull purchased by Couch and Flanders, who afterward sold her to Charles Hutchins. Eugene La Forrest, who came out as mate on the bark, lived at Oregon City for a number of years.

CAPT. GEORGE A. PEASE

[20] Capt. George A. Pease was born in New York in 1830 and left there at the age of nineteen with fifty-one other young men, on the bark *Monsan*, the vessel having been purchased by them for the voyage to the California gold field. He arrived in San Francisco September 30, 1849, and, after a few months in the mines, sailed for Astoria on the brig *Anna E. Maine*, Captain Baker. Arriving at Milwaukie in July, 1850, he began boating between Oregon City and Milwaukie. In December of the same year he purchased a flatboat to run above the falls and a keelboat to ply between Portland and Oregon City. He ran the flatboat up as far as Corvallis, with occasional trips to Eugene. His first steamboating was on the steamer *Hoosier*, on which he ran as pilot and purser under Captain Swain for three or four months. In the summer of 1852 he went to Fairfield and superintended the construction of the steamer *Oregon*, then being built by Ben Simpson. On her completion he worked as pilot under Captains Parker and Shields. He left the *Oregon* in July, 1853, and built a large flatboat called the *Gazelle*, which he operated on the upper river until November, 1853. He next ran on the *Wallamet*, as pilot after the unfortunate steamer *Gazelle* blew up. In the winter of 1854-55 he was on the *Canemah* with Capt. George Cole, and in the summer of that year assisted in effecting the first combination made on the Willamette, the steamers interested being the *Franklin*, *Canemah* and the *Hoosier*, the latter boat having the mail contract. During the low-water period of 1855 Captain Pease took a trip to the Colville mines, returning to the *Canemah* as pilot and freight clerk in the winter of 1855-56 under Capt. Theodore Wygant. Flatboating occupied his attention during the summer of 1856, and the following year he took command of the *Canemah*. In the summer of 1857, with Si. Smith, he built the steamer *Cowlitz* on the Tualitin River, selling her to Holman and Huntington. He was next mate on the *Enterprise* with Captain Jamieson, on the upper river, and in the summer of 1858 built two flatboats for Captain Ainsworth, to run between Oregon City and Clackamas. One of them was fitted with engines and named the *Skedaddle*. In the following winter he served as pilot on the *Onward*, just built by Jamieson, and left her to go as pilot on the *Elk*. He took command of the *Onward* in March, 1860, and ran her until July, then, with the Dements, he built the *Rival*, which he owned for two months, when, selling out to Apperson, he returned to the *Onward*, running her and the *Surprise* until they were sold to the People's Transportation Company in 1863. He then built the steamer *Enterprise* with C. W. Pope, John Crawford, Nat. Lane and Judge Stratton. She commenced business in November, but a combination was soon made with the People's Transportation Company. He operated her until 1865, when she was exchanged for stock in the company and proved a highly profitable investment to her owners. Captain Pease now began to run steamers in and out of the basin at Oregon City for the company, and continued in this work until the spring of 1868, when he went below the falls and took command of the *Alert*, running her until she was rebuilt and named the *E. N. Cooke*. He ran the latter boat until the company sold out to Ben Holladay, when he was appointed superintendent under the new *régime*. While in Holladay's employ he built the big hotel at Clatsop Beach. In the fall of 1874 he entered the service of the Oregon Steam Navigation Company, taking command of the *Welcome* on the Astoria route. He remained with the company until 1878, and then began piloting on the river, following this occupation until 1881, at which time he went to Lake Pen d'Oreille and built and ran the *Henry Villard* for the Northern Pacific Railroad Company. He next built and ran the steamer *Katie Hallett* on Clark's Fork of the Columbia. On the completion of the railroad he returned to the lower river and took command of the bar tug *Pioneer*, just out from the East. Leaving the *Pioneer* he piloted until May, 1888, when he entered the employ of the Union Pacific, leaving them three years ago to wreck the *Abercorn*, lost on Gray's Harbor with a cargo of railroad iron. He secured nearly 2,000 tons of the iron, and on finishing his task returned to his old vocation on the river. In the spring of 1894 he commanded the Government dredge *W. S. Ladd*, used in deepening the ship channel between Portland and Astoria. Few men living have had the experience in this calling enjoyed by Captain Pease, and he is apparently good for many years to come.

[21] Capt. James D. Miller was born in New York in 1830, and arrived on the Pacific Coast in 1848. Soon after reaching Oregon City he began running a flatboat between Canemah and Dayton. After continuing in this trade for a while, he commenced

long, with which he made two round trips a week from Canemah to Dayton and Lafayette, the propelling power being furnished by four Indians, who were paid sixteen dollars each for the trip. Captain Pease had a larger boat of six Indian power, and both boats did a thriving business. They carried down from 300 to 400 bushels of wheat as a load, for which they were paid fifty cents a bushel freight, and the up-trip rates were thirty-five dollars per ton measurement.

THOMAS SMITH

It was fourteen years after the arrival of the steamer *Beaver* before much effort was made at steamboating in the Northwest. The attention of the Oregonians was first called to the matter in September, 1849, when David Wilkins, of Pittsburgh, Penn., addressed a letter to the merchants and business men of Oregon City, asking for information as to the practicability of building a light-draft steamer to run on the Willamette River, and also one for the Vancouver and Cascades trade. He offered to build, and ship in a sailing vessel around the Horn, a 150 ton steamer for $8,000. No action was taken in this matter, but the following year steamboats appeared on the Willamette and Columbia rivers.

The first steamboat built in Oregon was a namesake of the first vessel to enter the Columbia River: the *Columbia*. She was a little sidewheeler built at Upper Astoria and made her trial trip on July 3, 1850. The *Columbia* was owned by Capt. Daniel Frost, Gen. John Adair, and the firm of Leonard & Green. In building her Thomas Goodwin was the head carpenter, and George Hewitt did the joiner work. Her engines were of French make and were of eight-inch bore by two-foot stroke, non-condensing. They were brought up from San Francisco by Thomas V. Smith, the father of Thomas[22] and Reuben Smith, the well-known Oregon Railway & Navigation Company engineers, and the young Smiths assisted their father in placing the machinery in the craft. The *Columbia* was 90 feet long, 16 feet beam, and about 4 feet depth of hold. She left Astoria on her first trip at noon on July 3d, in command of Captain Frost, with Thomas V. Smith in charge of the engines, assisted by Henry McDermot. She reached Portland at 3:00 P. M. the next day, and after lying there two or three hours proceeded to Oregon City, where she arrived about 8:00 o'clock in the evening, a great celebration being held in her honor. At this time the steamer *Lot Whitcomb* was on the stocks at Milwaukie, and was rapidly assuming shape.

REUBEN SMITH

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steamboating on the *Hoosier*, owned and run by John Zumwalt. In the fall of 1856, with S. R. Smith, he bought the steamer, and the following year built the *Hoosier No. 3*. In 1858 he sold an interest in the steamer to E. M. White, and with his associates purchased the steamer *James Clinton* and ran her until April, 1861, when she burned at Linn City. In 1860 he took the machinery out of the *Hoosier* and placed it in the steam scow *Yamhill*. Soon after this he sold his interest to Capt. J. T. Apperson, and with Capt. George Pease went to the Snake River mines. Returning from there in December, 1861, he bought the steamer *Unio* from Capt. J. T. Apperson, added the final *n* to her name, and ran her, with the exception of a short time in 1862, when he was on the *Mountain Buck* and *Julia*, until she was absorbed by the People's Transportation Company. From the *Union* he went as pilot on the *Fanny Patton* with Capt. George Jerome, thence to the *Enterprise* with Capt. Sebastian Miller, remaining with her until she was dismantled. When the new steamer *Albany* was built he piloted with Capt. Lon Vickers, and after a short term on her entered the milling business at Oregon City, soon afterward serving on the People's Transportation Company's steamers *Onward*, *Senator* and *E. N. Cooke*. He was a passenger on the *Senator* when she was blown up, and the next day took command of the *E. N. Cooke*, and ran her until the Oregon Steam Navigation Company absorbed the People's Transportation Company. In 1878 he purchased C. P. Church's interest in the flour mills, and also bought the steamer *A. A. McCully* and, after removing her geared machinery and putting in that of the steamer *Success*, ran her to Eugene. In 1879 he became financially involved, losing not only his mill interests but the steamer as well, which he had turned over to Z. J. Hatch. He then took command of the *City of Salem*, and ran her until 1881 for William Reid, carrying railroad material to Ray's Landing and Dayton. On account of ill health he resigned, and with Church and others bought the flour mills at Walla Walla. From there he went to Sand Point and ran the *Henry Villard* on Lake Pen d'Oreille. From the *Henry Villard* he went to the *Katie Hallett*, running on Clark's Fork, and in the spring of 1882 returned to Walla Walla, sold out the mill and went to Dayton. In 1886 he retired to a ranch, returning to the river again in 1889, running the *City of Salem* between Fulquartz and Ray's Landing until her seizure in 1890. Subsequently he went to Huntington and superintended the building of the *Norma*, making the first trip with her into the Seven Devils' Country. Returning to Portland he served on the *Governor Newell*, *Three Sisters*, *Toledo* and *Joseph Kellogg* during 1891–92. In 1893 he went to Montana and took command of the steamer *Annerly*, running on the Kootenai between Jennings and Fort Steel. He remained there until August, 1894, when he went to the Sound and purchased the steamer *Halys* and placed her on the Kootenai, running out of Bonner's Ferry. With few exceptions Captain Miller has seen more of the growth and development of the marine business than any man living.

CAPT. J. D. MILLER

[22] Thomas Smith, who assisted his father in the construction of the *Columbia*, was born in Baltimore in 1835 On the completion of the *Columbia* he shipped as second engineer, remaining on her a year, when he joined the steamer *Lot Whitcomb* in the same capacity. From that time until 1862 he ran as chief engineer on the Columbia and Willamette steamers *Blackhawk*, *Multnomah*, *Eagle*, *Hoosier*, *Canemah*, *Señorita*, *Mountain Buck* and *Washington*. In 1862 he was on the upper river, being chief on all the boats there and on the middle river until 1868, when he went to the Sound on the *Wilson G. Hunt*, running for a year between Olympia and Victoria. Returning, he continued in the employ of the Oregon Steam Navigation Company and the Oregon Railway & Navigation Company, and served as chief engineer at different times on every steamer of their fleet, with the exception of a few Willamette boats. He was chief engineer on the *T. J. Potter* for about five years, leaving her in 1894 to go as chief on the steamship *Geo. W. Elder*.

The *Columbia* continued in the trade between Portland, Oregon City, Astoria and Vancouver, and enjoyed a good business, fare and freight between river points being $25 per head or per ton. The running time between Portland and Astoria was twenty-four hours, the boat tying up at night. As another profitable source of revenue she carried supplies from Vancouver to the Cascades, with occasional trips from Astoria with passengers from the Pacific Mail steamers, frequently carrying so many that there was hardly standing room on board. The *Columbia* was a short-lived boat, and in a few years her engines were removed and placed in the steamer *Fashion*. The hull was afterward swept away and lost during a June freshet.

The situation in regard to transportation facilities at the time the *Columbia* appeared is very graphically set forth in the following letter from the veteran purser, Dan O'Neil, written in response to a request for a sketch of his own career on the Columbia River. Writing from Redondo Beach, Cal., under date of January, 1895, he says:

> "In the spring of 1849, at the age of twenty-one, I joined the Mounted Rifle Regiment, near Fort Leavenworth, Mo., taking a position in the sutler's department. In the month of May, in command of Colonel Loring, the regiment started on its march across the plains to Oregon, and arrived at Oregon City in the month of October, where the regiment went into winter quarters. Soon after arrival it was found necessary to transport considerable quantities of stores from Vancouver to Oregon City for the use of the regiment.
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> "Navigation in the days of '49, on the Columbia and Willamette, was not only a tedious but somewhat difficult and dangerous undertaking. Steamboats were not in fashion, and, as roads were not yet opened up for heavy wagon traffic, the only way of getting the goods through was by open boats and man power. For this purpose bateaux belonging to the Hudson Bay Company were brought into service. On several occasions I took command of a small fleet of four or five of these. With a crew of six Indians to each boat, and a load of about five tons, we would leave Vancouver in the afternoon, making our first landing and camp somewhere near where St. Johns now stands. On the second night we would reach Milwaukie, and on the next afternoon make our arrival at Oregon City. Getting over the rapids below Oregon City was a tedious but exciting part of our journey, the Indians wading and towing through the swift current, patient and enduring, good-natured and willing, as long as they received their dollar a day and plenty of fresh beef. Occasionally one would lose his hold and footing and go whirling down the rapids for some distance before he would recover himself, and several times, while poling on the head boat, I lost my balance and took a spin in the rapid waters.
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> "Among the civilians that accompanied the regiment to Oregon was an enterprising, energetic man by the name of Frost, better known as Capt. Jim Frost. He saw the immediate need of better facilities for transportation of goods and passengers, and started the idea of building a small steamer for that purpose. Gen. John Adair of Astoria, Capt. Tom Goodwin of Clatsop, and others, took it up with him, and a few months later the *Little Columbia* was born and went creeping slowly up the waters of the Columbia toward Portland. Her first trip, I think, was made in July, 1850, with Jim Frost as captain, and Tom Smith, the father of genial Tom of the *Potter*, as engineer. It is to be regretted that there was no photo artist in those days to make a truthful picture of this poor little sidewheeler as she struggled and panted against tide and current, doing her four or five miles an hour under favorable circumstances; but she could make more noise with her exhaust than the *R. R. Thompson* now does when having a race with the *Telephone*.

DAN O'NEIL

> "Everything was on a miniature scale, except the rate of passage. For the luxury of a trip from Astoria to Portland the modest sum of $25 was demanded and cheerfully paid. Some few months later I had the command of the little steamer for a few months, and during that time I had the honor of carrying a number of the now millionaires of Portland, among them H. W. Corbett, John Green and Henry Leonard; and also, at one time, after arrival of the steamer at Astoria from San Francisco, I took up a number of the schoolmarms who came out from the East to teach in the schools of Oregon. Portland, at that time, was a small town, and we made a short stay there, and proceeded on toward Oregon City, making our last landing just below the rapids. From here our passengers had to walk over a rough road, and oftentimes through mud and rain, to the ferry crossing. The *Little Columbia* had her day, and shortly afterward the *Lot Whitcomb* made her appearance, with Capt. J. C. Ainsworth in command, and Jacob Kamm as engineer. And then large and small steamers began to increase and multiply. For a number of years, during which time I was residing in Australia, I lost sight of the steamboat business in Oregon, but, on my return to reside again in the Webfoot country in 1872, I found the rivers alive with boats of all descriptions, and once more took to the river, entering into the service of the Oregon Steam Navigation Company, of which Capt. J. C. Ainsworth was the moving spirit, remaining with that company during its ownership and then transferring to the Oregon Railway & Navigation Company, and afterward to the Union Pacific, till within the last year or two, having served at times on nearly every boat owned by these companies, running on the Portland and Cascades and Portland and Astoria routes. Though it is a number of years since the *Wide West* and the *R. R. Thompson*, models of comfort and elegance, first made their appearance, during the Ainsworth management, I believe I am warranted in saying that nothing finer or fleeter has been placed on the river since.
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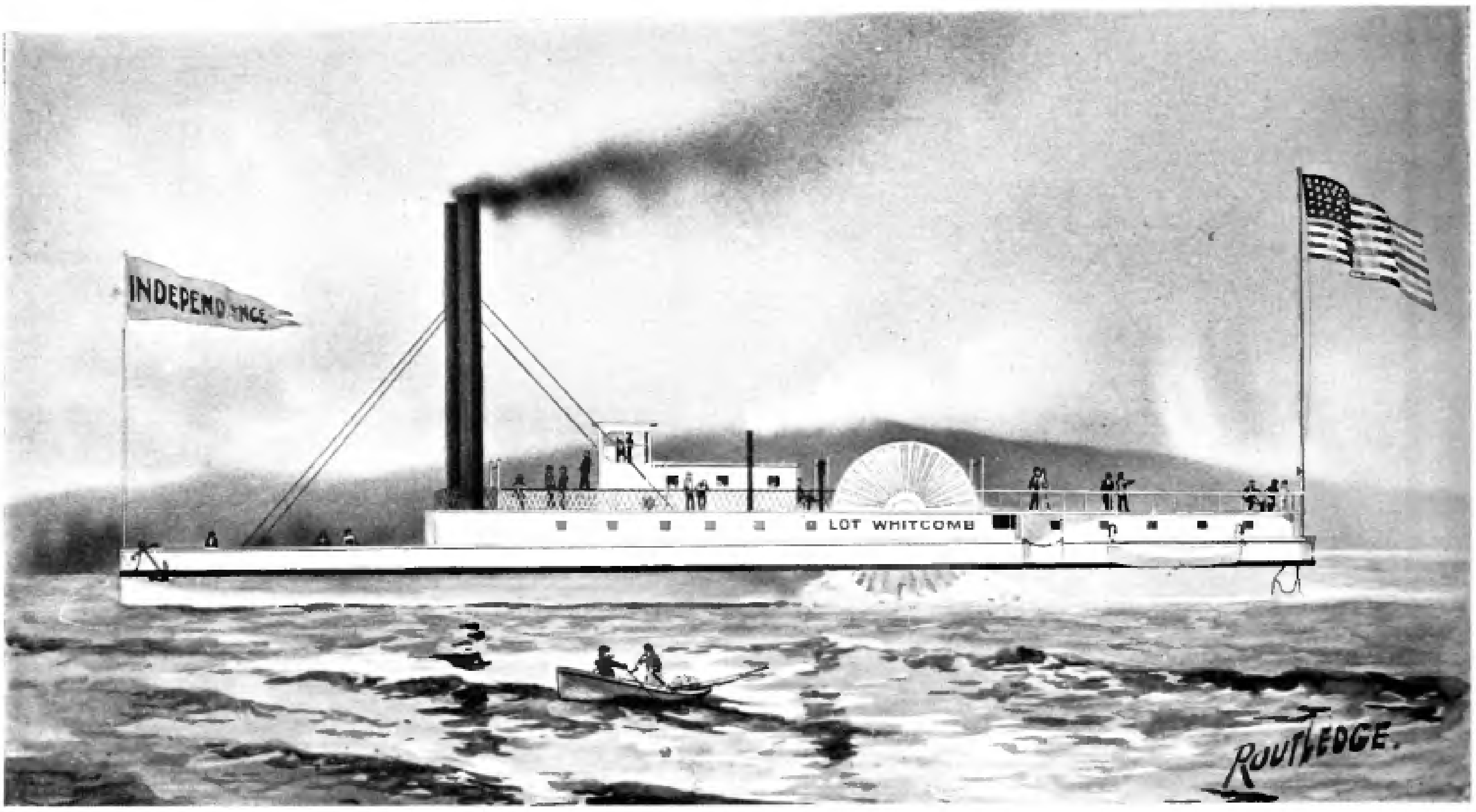
> "In conclusion, I would say that steamboating is 'not now what it used *to was*.'"

BERRYMAN JENNINGS

The glory of the first steamer, *Columbia*, had not yet begun to fade when the steamer *Lot Whitcomb*, a much more pretentious boat, was launched on Christmas Day, 1850, during a tremendous jollification meeting at Milwaukie. She was named in honor of the founder of Milwaukie, and was commanded by Capt. William L. Hanscome, W. H. H. Hall, pilot, Jacob Kamm, engineer. Her original owners were S. S. White, Berryman Jennings and Lot Whitcomb. She was a commodious sidewheeler, 160 feet long, 24 feet beam, 5 feet 8 inches depth of hold, with wheels 18 feet in diameter. Her machinery had been brought out from New Orleans, to be placed in a boat on the Sacramento, but on arriving there it was bought, before it was unloaded, by White and his associates. Capt. J. C. Ainsworth had come out from St. Louis to run the steamer on the Sacramento at a salary of $300 a month, but was induced by Whitcomb to come to Oregon. By the time the steamer was ready he had over $2,000 wages due, for which he was given stock in the Company. When Lot Whitcomb secured the machinery in San Francisco, he employed Jacob Kamm[23] to come to Oregon and place it in the boat, giving him a salary of $400 per month. The boilers came in twenty-one pieces, and, as there were no boiler-makers in Oregon at that time, Kamm and his helper, a man named Blakesly, were obliged to put them together unaided, as well as to make the tools necessary for the task. After completing the steamer, Whitcomb and his colleagues sold stock to a great many people in the vicinity. Among the buyers were Robert Newell of Champoeg, who invested $2,000, and Sydney W. Moss of Oregon City, $3,000. Other purchasers were Robert Canfield, Hiram Clark, Alanson Beers and Jacob Hunsaker of Oregon City, Thomas Hubbard of Yamhill, and Walter Pomery of Polk County.



STEAMER "LOT WHITCOMB," 1851—From an old drawing

Whitcomb then offered the remaining interest in the boat to Kamm, who was running as engineer, but he refused it, and it was transferred to Capt. J. C. Ainsworth, who took command, Kamm remaining in charge of the engines, while John H. Jackson,[24] who is still living at Empire City, served as mate. The *Lot Whitcomb's* first

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[23] Jacob Kamm was born in Switzerland in 1823, and came to this country when quite young. He had a thorough training as a machinist, and soon after his arrival in the United States secured a position as engineer on the Mississippi. He remained there several years and in 1849 joined the tide of immigration then rushing to California. Soon after arriving he commenced his Pacific Coast career by running the little steamer *Blackhawk* on the Sacramento River. She was towing mostly, and Kamm had a crew consisting of one sailor and an engineer, and the three of them put in full time patching the leaky boiler while the boat was not in motion. In August, 1850, Lot Whitcomb was in San Francisco, awaiting the arrival of the machinery for the new steamer building on the Willamette. He employed Kamm to return with him to Oregon and place the machinery in the vessel. After completing the work Kamm continued on her as engineer until she was sold and taken to San Francisco. He subsequently built the first sternwheel steamer constructed in Oregon, the *Jennie Clark*; then, with Captain Ainsworth, he built the steamer *Carrie Ladd*, the keystone to what was destined to be one of the most powerful and profitable corporations that ever existed. From the small beginning made by this comparatively insignificant steamer sprang the Union Transportation Company, the Oregon Steam Navigation Company, the Oregon Railway & Navigation Company, and the allied organizations that assisted in piling up colossal fortunes for the stockholders. When all opposition had been subsidized or squelched, and the Oregon Steam Navigation Company had succeeded the Union Transportation Company, R. R. Thompson and Jacob Kamm were the largest individual stockholders. Kamm, during the early days of the company, ran as engineer on the boats, but as the business expanded he was made chief engineer of the fleet and retired from the water. All this time he had been steadily growing rich, as the result of outside investments, and did not pay much attention to the greatest wealth-producer in his possession, his Oregon Steam Navigation stock; and, when he was convinced that a powerful competing company was about to commence business, he reluctantly sold out at a nominal figure, losing several hundred thousand dollars by the transaction. He afterward built and operated quite a number of steamers on his own account, and at the present time owns all or a controlling interest in the steamers *Lurline*, *Undine*, *Ocean Wave*, *Norma*, *Mascot*, *Eagelite* and others. He was at one time owner of the ill-fated steamship *Geo. S. Wright*, and, in addition to the Oregon Steam Navigation boats, was interested in the steamers *Elk*, *Surprise* and *Rival*. While Mr. Kamm has amassed an immense fortune in other pursuits, he has always retained enough interest in his old vocation to keep himself well posted in every detail of the business, and there are few men who know as much about the many details of the steamboat business as Jacob Kamm. He is still living in Portland, and has one son, Capt. Charles T. Kamm, who has apparently inherited his father's steamboating proclivities.

CAPT. JOHN H. JACKSON

[24] John H. Jackson, one of the first mates on the steamer *Lot Whitcomb*, was born in Boston in 1815. He came to the Pacific Coast in 1849, and first worked on the Sacramento River at a salary of $300 per month. He left there for Milwaukie in the winter of 1850, and in the spring went as mate on the *Whitcomb*, leaving her to take command of the bark *Lausanne*. He ran this vessel until 1853, and then bought the bark *Ann Smith*, taking

work was on the Astoria route, making two trips each week. Soon after this service was inaugurated, she ran on the rocks opposite Milwaukie, carrying away wheel, wheel-house and guard, and tearing a hole in her hull. She continued on the lower river, connecting at Rainier with the Cowlitz River Canoe and Bateau line, and carried considerable freight and many passengers. Having very good power (17 x 84 inch single engine), she made a fine towboat, and handled nearly all the sailing vessels that came up the Columbia. She was an expensive boat to run, however, and in 1854 was sold to the California Steam Navigation Company, and on August 12th steamed out over the bar in command of Capt. George Flavel. Outside she was picked up by the steamship *Peytonia* and towed to San Francisco, Captain Ainsworth going down with her. The trip was rough and she reached her destination with three feet of water in the hold. On the Sacramento her name was changed to the *Annie Abernethy*, and she ran regularly for many years between Sacramento and San Francisco.

CAPT. J. C. AINSWORTH

The first American steamship to cross into the Columbia was the old *Caroline*, which entered in June, a few weeks ahead of the *Goldhunter*, generally credited with being the pioneer. The *Caroline* was in command of Captain Wood, with R. Oaksmith, purser. She carried the first United States mail received by way of the Isthmus.

The steamship *Goldhunter*,[25] which was brought up in the fall from San Francisco, was sold by her owners to the proprietors of the Portland townsite and a few outside individuals who subscribed small amounts. Twenty-one thousand dollars was paid down, and for the remaining thirty-nine thousand, Coffin, Lownsdale and Chapman gave their joint notes. They were forced into this venture by the enterprise of Lot Whitcomb, who ran his steamer from Milwaukie to Astoria, ignoring Portland, and, for a time, refusing to stop there at all. Captain Hall and N. P. Dennison, part owners of the *Goldhunter*, were made captain and clerk respectively. The steamer carried several cargoes of Oregon products to San Francisco, and gave Portland such a boom that even Whitcomb was obliged to recognize the new city, and his steamer finally ran no farther up the river than the present metropolis. The captain and clerk on the *Goldhunter*, in consideration of a liberal bonus, sold out their interests to minority stockholders in San Francisco, and the steamer was taken to Tehuantepec and sold. This left Portland without a steamship, and the proprietors without the money they had paid for her.

JACOB KAMM

Among the sailing vessels trading in Northwestern waters during 1850 was the old brig *George Emery*, which afterward enjoyed the distinction of taking out the first coasting license issued on Puget Sound, at Olympia, November 19, 1851. The *Emery* arrived

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her to Central America, where he sold her. Returning to San Francisco, he went to the mines. In the spring of 1855 he took up a claim on Shoalwater Bay, living there until 1856, when he again returned to San Francisco and ran on the steamer *Hartford* to Coos Bay. He was one of the first pilots on the Coos Bay bar, and has been in command at different times since of the tugs *Fearless* and *Alpha*, and the steamers *Satellite*, *Bertha* and others. He is still living at Empire City.

[25] The *Goldhunter* afterward came into the possession of the Government, and her name was changed to the *Active*. Entering the geodetic service, she surveyed Shoalwater Bay as far back as in 1852. In 1858 she was surveying on Puget Sound, and assisted in landing United States troops on San Juan Island. In 1860 she made a survey of Gray's Harbor, and shortly afterward passed into the hands of the California, Oregon & Mexico Steamship Company (Holladay's line), continuing to run on the Northern routes until she was finally wrecked. In 1865 she was in the mail service between San Francisco and Victoria under a heavy subsidy from the British Government. She was then in command of Capt. Charles Thorn, Gilman, purser. Other well-known captains who had charge of her were Windsor, Scholl, Floyd, Hewitt, Dall, Mackie and Lyons. The old steamer came to an untimely end on June 5, 1870, in command of Captain Lyons, who succeeded Captain Sherwood, who was drowned off the coast of Japan a few months later. She was *en route* from San Francisco to Victoria, and during a dense fog struck a rock twenty-two miles south of Cape Mendocino. As soon as the accident happened she began making water very fast, and was immediately headed for shore. Before reaching there she settled so rapidly that the firemen were knee deep in water when she grounded on the beach. She had on board 177 passengers, all of whom were safely landed, and taken to San Francisco by the steamer *Pacific*. The value of the cargo was about $100,000, and nearly one-half of it was saved, despite the assaults of the land pirates living near by, who had to be kept off with shotguns. The *Goldhunter* was built at New York in 1849, and was 510 tons burden. Her dimensions were: Length, 172 feet; beam, 27 feet; depth, 16 feet.

at Olympia in July in command of Capt. Lafayette Balch, bringing a cargo of general merchandise. Not liking the place, he went to Steilacoom and set up a ready-made house which he had on board, giving that town its start. The brig was taken back to San Francisco by his mate, Capt. E. S. Fowler,[26] who continued in command for several years. The British schooner *Albion* laid herself liable to American customs laws by touching at Dungeness for a cargo of timber. She was seized by Collector Adair of Astoria on charges of entering without reporting, and committing depredations on public lands. She was taken to Steilacoom, but after receiving a warning was released. The *Albion* was in command of Captain Brotchie, from whom Brotchie's Ledge, off Victoria harbor, received its name. She had slow work securing a cargo, as entries in her log show that she frequently loaded but one stick of timber per day, most of these being sixty and seventy feet long. The American schooner *Pleiades* took a load of lumber from Olympia in May, and the brig *Robert Bowen* a similar cargo in June. The bark *Francis and Louise* arrived at Portland from New York with general merchandise, having among her freight a stock of goods consigned to Henry W. Corbett. Regular vessels plying between the Columbia and San Francisco were the bark *George and Martha*, of Astoria, brigantine *Piedmont*, the brigs *Joaquina*, *Sophia*, *Anna E. Maine*, and others. The Shoalwater Bay oyster trade had evidently commenced, for the schooner *Columbia*, Captain Phillips, left that point with six hundred baskets of oysters on board.

The Umpqua River received a visit in November from the schooner *Samuel Roberts*, which was the first ocean-going craft to enter. She was followed the same year by the schooner *Ortolan*, Captain Rackliff,[27] and the schooner *Minerva*, Captain Toner. At Victoria the *Cadboro*, *Beaver* and other vessels belonging to the Hudson's Bay Company were engaged in regular coasting trips, and in March their ship *Norman Morrison* arrived from London with eighty emigrants. The sloop-of-war *Falmouth*, Commander Pettigrove, touched at Astoria and spent some time in the river.

Capt. William E. Rackliff

A very good pilot service was maintained on the Columbia bar and river this year. In addition to the pilots running in the *Mary Taylor* the year previous, Capt. Alfred Crosby[28] gave up command of his coasting vessel and went to work on the bar. Two branch licenses were issued to river pilots in 1850, the first to Capt. George Flavel, who ran on the *Goldhunter*, and the other to Capt. Philip Johnson,[29] who was handling sailing vessels up and down the Columbia and Willamette rivers.

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[26] Capt. E. S. Fowler was born in Lubec, Maine, November 19, 1813. He came to the Pacific Coast in 1849 as master and part owner of the bark *Quaddy Bell*, which he sold in San Francisco, and went to Puget Sound as mate on the brig *George Emery* in 1850. On her return to San Francisco he was given command, but soon after left the *Emery* and purchased an interest in the topsail schooner *Cynosure*, taking her to the Sound in 1852. In 1853 he went East, and on his return to the Coast bought the pilot schooner *R. B. Potter* in San Francisco and took her to the Sound in 1854. The *Potter* was a very speedy craft, and Captain Fowler made considerable money with her before steamboats became numerous in the North. In the latter part of the fifties he retired from the water and entered the mercantile business. He held at various times a number of territorial and county offices, and died, universally respected, November 27, 1876, aged 63 years.

[27] Capt William E. Rackliff, who was with his father on the schooner *Ortolan*, the second vessel to enter the Umpqua, was born in Portland, Maine, in 1834, and began going to sea with his father when a boy. They came round to the Coast in 1849 in the *Ortolan*, a stanch two-masted vessel of seventy-four tons burden. The schooner continued in the trade between the Umpqua and San Francisco until 1852, when she was sold to San Francisco parties. In 1858 the Rackliffs constructed the schooner *Twin Sisters* at Scottsburg, running her until 1865. They next built the steamer *Mary*, the first steamer to run on the Coquille. They operated her a year and then removed the machinery and sold the hull. The *Cordelia* was their next venture (see wreck *Cordelia*), and after disposing of her retired and devoted themselves to ranching for a time, and in 1878 built the steamer *Little Annie*, which they sold some years later.

[28] Capt. Alfred Crosby, one of the best known of the early pilots, was born in Brewster, Mass., in 1824, and came round to the Pacific in the latter part of the forties. After running in the coasting trade for a short time he settled in Astoria about 1850, and soon after began piloting on the bar, following this vocation almost continuously until the time of his death, which occurred at Astoria, April 30, 1871. He was for many years master on the famous old pilot schooner *California*, and his name will always be inseparably connected with early piloting and navigation off the mouth of the Columbia.

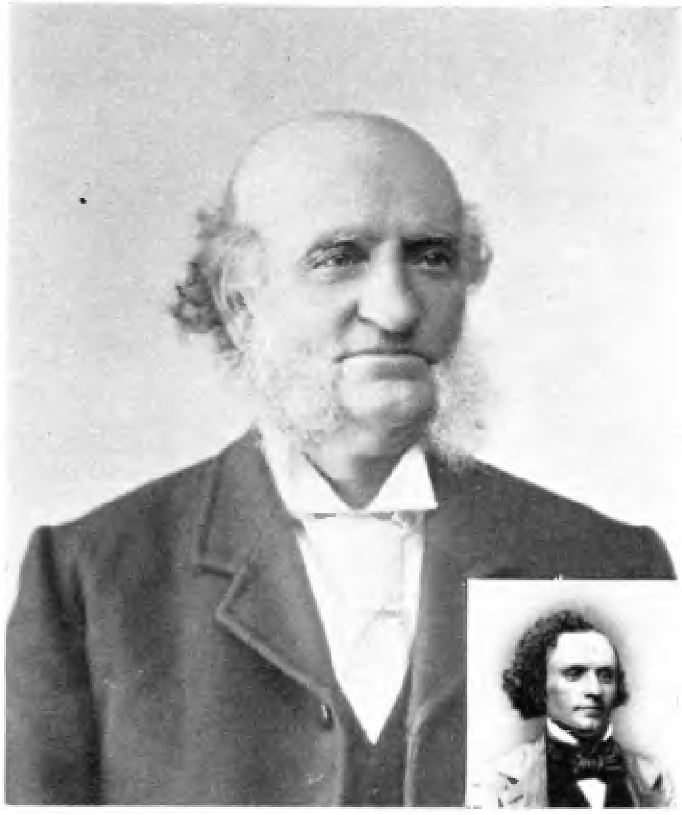
[29] Capt. Philip Johnson is now the oldest living pilot on the Columbia River. He arrived here about 1849, and in a short time began running on the river. He received his branch within a few months after Captain Flavel was appointed, and has been in active service up to the present time. As Captain Flavel retired from the ranks a little while after receiving his license, and as all of the others who began piloting shortly after Captain Johnson's appointment have since joined the silent majority, it can probably be said with truth that he has successfully piloted more deep-water vessels between Portland and Astoria than any man living.

Capt. Phil. Johnson

CHAPTER III.

THE FIRST STEAMER ON THE UPPER WILLAMETTE — THE STEAMERS "MULTNOMAH," "CANEMAH," "WASHINGTON" AND "BLACKHAWK"—THE "JAMES P. FLINT" ON THE MIDDLE COLUMBIA—THE IRON PROPELLER "WILLAMETTE"—COAL MINING STARTED AT FORT RUPERT—THE STEAMSHIP "COLUMBIA"—THE VENERABLE "GOLIAH"—THE FIRST COASTING LICENSE ISSUED ON PUGET SOUND—"EXACT" ARRIVES AT ALKI POINT WITH FOUNDERS OF SEATTLE—CHANGE OF OWNERSHIP IN VESSELS—LOSS OF THE STEAMSHIP "GENERAL WARREN"—THE PACIFIC MAIL ESTABLISHES HEADQUARTERS AT ST. HELENS—OYSTER SCHOONERS IN SHOALWATER BAY—ADDITIONS TO THE COASTING FLEET—THE "SUSAN STURGIS" SEIZED BY THE INDIANS—STEAMSHIP "BEAVER" SEIZED FOR VIOLATION OF REVENUE LAWS—LOSS OF THE BARK "LORD RAGLAN," AND THE BRIGS "BORDEAUX" AND "MARIE."

THE YEAR 1851 witnessed the advent of half a dozen steamboats, among which was the *Hoosier*, the first steamer operated above the Willamette Falls. This vessel was a small craft, having been built from a ship's longboat, lengthened out and supplied with a pile-driver engine and boiler. She was a sidewheeler and was commanded by Captain Swain. George Pease was pilot and purser. She ran for a long time between Canemah and up-river points and made some money for her owners. A good idea of the size of the *Hoosier* can be gained from a statement made by one of her crew, who says that when she broke her shaft one day, four miles below Salem, the engineer and a deckhand carried it back to the city to have it welded. The diminutive *Hoosier* was followed on the upper river by the steamer *Washington*, which Capt. Alexander Sinclair Murray[1] had brought up from San Francisco on the bark *Success*. Murray was one of the



ALEXANDER SINCLAIR MURRAY
From photos taken at Oregon City in 1853, and at Sydney, N. S. W., in 1894

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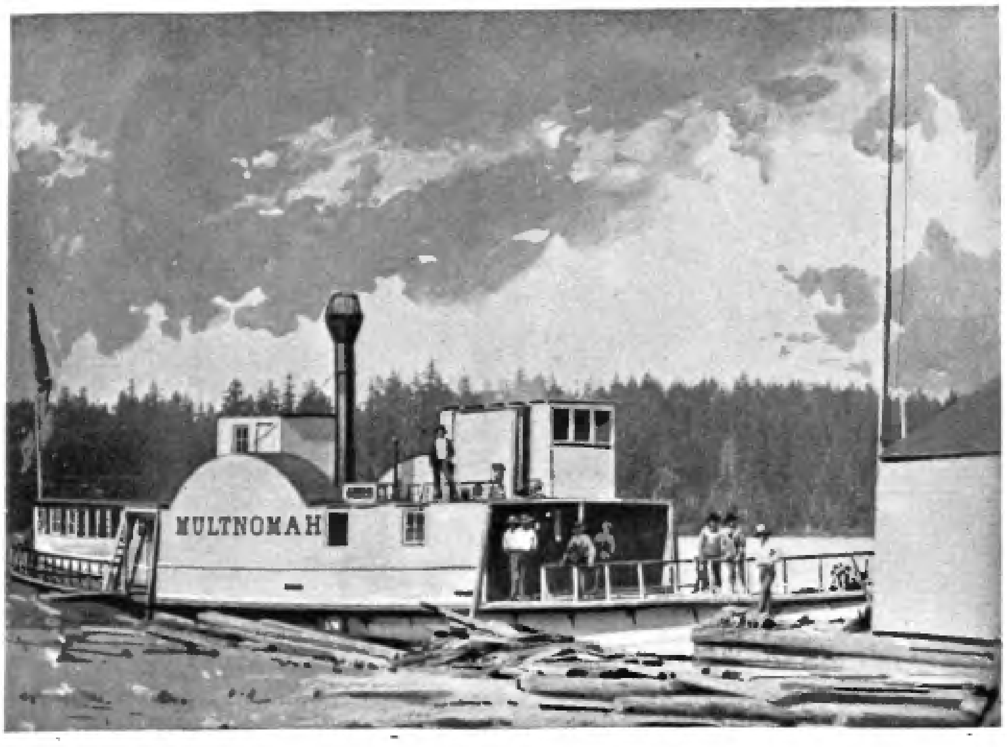
[1] Alexander Sinclair Murray was born in Scotland in 1827. Upon reaching the age of fourteen he entered a lawyer's office, leaving it eighteen months later to sail for Australia, where, after his arrival, he worked with a brother until the news of the California gold discoveries reached him, when he set sail for the El Dorado of the day, reaching San Francisco in April, 1849. After remaining there ten days, he chartered a ship's longboat and began business on the Sacramento, exchanging his first craft for a larger one after making a few trips. With the money made in this venture he bought a 175-ton brig, and sailed for Sydney via Honolulu. On the return trip the brig called at Navigator's Island, and in getting away from there was wrecked. Murray had no insurance on the vessel. After remaining at Upolu forty days he returned to Sydney, going from there to San Francisco, arriving at the Bay City on August 9th. From there he went to Portland on the schooner *Urania* in September and spent the winter at Salem, going below in the spring and purchasing the *Washington*, which he brought up on the *Success* and placed above the falls. He subsequently built the steamer *Portland* and was interested in the sidewheel steamer *Wallamet*. He also owned shares in the steamers *Gazelle*, *Enterprise*, *Express* and *Onward*. The Fraser River mining excitement lured Murray away from the Columbia and Willamette rivers, and he built the steamer *Governor Douglas* at Victoria, the first constructed in British Columbia. The following year, in company with the late William Irving, he constructed the steamer *Colonel Moody*. His roving disposition again asserting itself, Captain Murray disposed of his interests to his associates and with the proceeds purchased the bark *Sea Nymph*, 240 tons, and set sail for Melbourne, where, on arrival, he sold the bark and began steamboating on the Murray River. His first boat, the *Settler*, appeared on the river in 1861. He followed it with the *Lady Daly* in 1862 and the *Lady Darling* in 1865. He then went to the Clutha River in New Zealand, where he built the *Tuape Ka*. Since leaving the Northwest, Murray has invested about $200,000 in the construction of steamers. He took a very important part in the early marine business of our domain, and the Northwest owes much to his enterprise. He is at present running one of his steamers out of Sydney, New South Wales.

most noted characters who had yet appeared in marine circles in the Northwest, and for several years after his arrival was regarded as the king of the steamboat fraternity. He purchased the *Washington*[2] on the Sacramento River, and on getting her above Willamette Falls he ran her between Canemah and the Yamhill River, making the first trip June 6th. As she did not prove profitable in this trade, he brought her down the following year and operated her on the Portland and Oregon City route, where she ran until the *Portland*, a steamer built and owned by Murray and the late John Torrence, took her place.


THE STEAMER "MULTNOMAH"
At foot of Washington Street, Portland, Or., 1853

The *Washington* was followed by the *Multnomah*,[3] a steamer which retained her prestige for a greater length of time than any other of the pioneers. She was built in the East and sent out in sections, and was called the "barrel boat," because she was constructed with stave-like timbers. They unloaded her at Oregon City in June, and in the fall, after receiving the finishing touches, she was put into service between Canemah and Corvallis. She was the first boat to ascend the river as far as Corvallis, and enjoyed quite a profitable trade for a time, frequently bringing down from one thousand to fifteen hundred bushels of wheat at a trip. Following the *Multnomah* on the upper Willamette River came the *Canemah*,[4] a sidewheeler, with a bluff bow and square stern. She had the mail contract between Oregon City and Corvallis, and Nathaniel Coe was the first postal agent. The steamer *Blackhawk*, a little iron propeller, brought from the Sacramento on one of Abernethy's sailing vessels, arrived in the spring of 1851 and entered the passenger trade between Portland and Oregon City, where she proved a money-maker for her owners.

The first steamboat on the middle river, the *James P. Flint*, appeared this year. She was built at the Cascades by the Bradfords and Van Bergen, and after her completion she was hauled up over the Cascades to run to The

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[2] The steamer *Washington*, after running above the falls, was taken below, and plied between Portland and Oregon City. In the spring of 1853 she was taken above the falls again, but only remained a few months. She was once more sent below in July, going thence to the Umpqua River, where William H. Troup, the father of Captains James and Claud Troup, went with her as engineer.

[3] The steamer *Multnomah* was shipped from the East in sections on the bark *Success*, Capt. William Irving. She was sent by Captain Bissell, Doctor Maxwell, Doctor Gray and others, landed at Oregon City in June, 1851, and, after remaining a short time on the upper river, was withdrawn in May, 1852, and taken around the falls to run between Portland and Oregon City. In the fall she was put on the Portland and Cascade route, in command of Captain Fauntleroy. In 1853 she was again placed on the Oregon City run in charge of Capt. Richard Hoyt, Sr. The next year Captain Hoyt bought her and put her on the Astoria route, where she carried the mail. He retained the ownership of the steamer until his death, in 1862. It was on this craft that the popular Capt. Richard Hoyt of the present day received his early lessons in steamboating. Under Hoyt's ownership she ran principally on the lower river, but occasionally made trips to other places, a portion of the time touching at Vancouver *en route* to and from Astoria. In 1859 she was chartered and operated a short time on the Oregon City route by Captain Molthrop. On the death of Captain Hoyt she was sold to the Oregon Steam Navigation Company, and in 1864 turned her wheel for the last time, her machinery being removed in that year. She was a speedy little sidewheeler, one hundred feet in length, built of Jersey oak with a barrel hull, which required no caulking. During the first year of her existence the run from Portland to Vancouver was made in one hour and twenty minutes, a record that has not been beaten by many of the later-day boats. Among the captains in command during her career were: John H. Couch, Richard Hoyt, Sr., H. L. Hoyt, John McNulty, William Molthrop, and Fauntleroy. Her pursers were M. B. Miller, J. M. Gilman, J. M. Breck, Richard Hoyt, Jr., and others.

[4] The steamer *Canemah*, which distinguished herself by furnishing the first steamboat explosion in Oregon, was built at Canemah in 1851 by Capt. A. F. Hedges, Capt. Charles Bennett (killed by the Indians in 1855), Alanson Beers, Hamilton Campbell and John McClosky, the latter an old Mississippi pilot, who took her through the cut-off so well known by his name. She was the fourth boat on the upper river. About this time Nathaniel Coe of New York was sent to this Coast as postal agent. He made the steamer his headquarters, and used to sort the mails on the way up and down the river. Here it was that his sons, Lawrence, Frank and Henry, acquired their taste for steamboating. The *Canemah* exploded a flue on the 8th of August, 1853, near Champoeg, scalding to death a passenger named Marion Holcroft. She had been lengthened the year previous and up to the time of the explosion enjoyed a lucrative business. After the *Canemah* had served the purpose of McClosky *et al.* she passed into the hands of Ainsworth, Cole, Switzer, Pease and one or two others. Theodore Wygant, who had been with her as purser, took command, ran her during '52 and '53, and was succeeded by Capt. George E. Cole. She was 135 feet long, nineteen feet beam, and four feet depth of hold.

CAPT. E. W. BAUGHMAN

Dalles, where there was an established military post. Van Bergen was captain and R. Watkins, purser. The following season she was taken below the Cascades, and in September was sunk opposite Multnomah Falls, while in command of Capt. George Coffin. No lives were lost, but the craft was abandoned until 1853, when she was taken to Vancouver and renamed the *Fashion*. The steamer *Lot Whitcomb* was still on the Astoria route, and made an occasional trip to the Cascades. Among her crew during this year were E. W. Baughman,[5] fireman, and Hiram Brown,[6] deckhand. The *Whitcomb* had company on the Astoria route for a while this season, the newcomer being the steamer *Willamette*, an iron propeller which arrived from the East with a ship's bottom built under her. The first record of this steamer on the Columbia appears in the following protest, sworn to before A. Van Dusen at Astoria:

Capt. Hiram Brown

> "E. W. Willet, master of the steam schooner *Willamette*, of the burden of 390 tons or thereabout, ladened with merchandise, sailed from Philadelphia on the 5th day of August last past, and arrived at the port of Astoria, Oregon Territory, this the 9th day of March, A. D. 1851, and fearing damage enters his protest accordingly. (Signed) E. W. Willet."

The *Willamette* proved too expensive for the route at this early day, and made but a few trips before she was sent to San Francisco, afterward going to China. Mr. McDermitt, the engineer who came out with her, is still living at Oregon City.

In British Columbia the Hudson's Bay ship *Tory* arrived at Fort Rupert from England, bringing 120 passengers, and machinery for the coal mines; but, as the industry at this point subsequently proved a failure, the machinery was removed to Nanaimo, where mines were opened. Another of the Hudson's Bay ships brought out a small iron propeller, which was put together at Victoria by Capt. James Cooper. Her Majesty's ship *Daphne* was stationed at Victoria the greater part of the year. At this time the spasmodic steamship service between Portland and San Francisco gave way to a regular line. The old *Columbia*[7] was the first steamer to make regular trips between the two ports. She arrived at Portland on her first voyage in command of Captain LeRoy,

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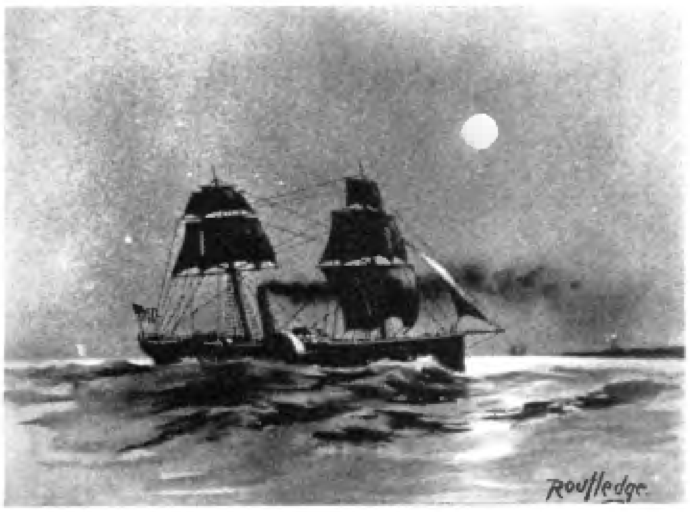
[5] Capt. E. W. Baughman was born in Fulton County, Illinois, in 1835, and came to Oregon in 1850. He began his steamboat career in 1851 on the *Lot Whitcomb*, as fireman. In 1853 he went to the middle Columbia and commenced running sailboats between the Cascades and The Dalles. When steam was put on the river he was employed in the dangerous undertaking of making the rapids portage. He remained here for three years, during which time the *Umatilla* made her unexpected trip over the Cascades, landing on a rock in the middle of the river. Baughman was notified, and rescued the passengers in a sailboat, the steamer afterward floating off. In 1858 Baughman went as pilot with Capt. Leonard White on the steamer *Colonel Wright*, remaining on her until 1861, when he took command of the *Okanogan*. In 1862 he became captain of the *Tenino*. In the latter part of the summer of 1862 he left the employ of the Oregon Steam Navigation Company and bought an interest in the steamer *Spray*, built by Baker, Ankeny, and William Gates. Baughman was placed in charge, and she proved very profitable, earning her cost three times in five months. In 1863 the Oregon Steam Navigation Company purchased her, and Baughman left the upper Columbia and joined the People's Transportation Company, running the *E. D. Baker* from Portland to the Cascades. After the consolidation of these two powerful companies was effected, Baughman returned to the Willamette and ran on the Oregon City route for five years. He subsequently sold his stock in the company, and with D. P. Thompson and J. Winston built the *Success*, a craft whose name proved a misnomer. Selling her to the People's Transportation Company in 1869, he went to Puget Sound, running various boats there until 1871, after which he ran for two years in command of Wright's steamer, *Victoria*, on the Fraser. Returning to Oregon in 1873, he engaged with the Willamette Falls & Lock Company, and remained in charge of their boats until they sold out to the Oregon Steam Navigation Company in 1876, this transfer returning him to the service of this company after having been out of their employ for thirteen years. He was then sent to the upper Columbia, going first to The Dalles and afterward to Lewiston, and has since remained continuously in the employ of the Oregon Steam Navigation Company and its successors, and at present commands one of their steamers running out of Portland.



Steamship "Columbia"

[6] Capt. Hiram Brown, who has probably had the longest continuous service as a steamship pilot of any man on the Pacific Coast, was born December 14, 1823, in Cayuga County, New York. He removed to the Western States when he was quite young, and commenced his marine career on the Mississippi, running out of St. Louis from 1844 to 1848. From the Mississippi he drifted westward, and worked on the Columbia on the pioneer steamer *Lot Whitcomb* in 1851. He served on various river steamers until March, 1857, when he began piloting ocean steamships between Portland and Astoria, his first charge being the ill-fated *Brother Jonathan*, lost off Crescent City in 1865. He followed his calling on this route, without a vacation or loss of time, for nearly thirty-three years, retiring in December, 1889, to enjoy the comforts of life that are certainly due a man after so long a period of unremitting duty.

[7] The steamship *Columbia* was built in New York in 1850 for the California and Oregon trade. She was described in her enrollment, at the Astoria custom-house, as having a "round stern and eagle head;" length, 193 feet 6 inches; breadth 29 feet; depth of hold, 19 feet 6 inches. She left for the Pacific as soon as completed, October 15th, and immediately upon her arrival entered the service for which she was designed. She was kept busy for several years, in the first five of which she made one hundred and two trips between Oregon and California and one to Panama, running a total of 220,000 miles, carrying 80,000 tons of freight and 10,000 passengers. She burned 16,000 tons of coal at an expense of $480,000, and her payroll during that period amounted to $500,000. The Dall brothers served on her most of the time during the fifties, and Captains Lapidge, Patterson, La Rose, Whiting, Hayes, Griffiths, Burns, Mackie and others were afterward in command. When she first came to the Coast she was fitted with three masts, but in Dall's time one of them was removed.

with Mr. French, chief engineer, and William J. Bryan,[8] now living in San Francisco, first assistant. Dall succeeded LeRoy as master. Among the passengers was Henry W. Corbett of Portland. The *Columbia* was owned by Holland & Aspinwall, and made monthly trips. The steamer *Goliah*,[9] which still bids defiance to old Father Time, also made a few voyages between San Francisco and Portland in command of Capt. George Flavel. In April of this year she left Astoria with the new steamer *Lot Whitcomb* side by side, and raced all the way to Portland, the *Lot Whitcomb* beating the *Goliah* twenty-five minutes. The steamship *Sea Gull*, Captain Tichnor, was making two trips a month between Portland and San Francisco, calling at Port Orford, Trinidad and Humboldt each way. She went on the route in the summer, and ran with more or less regularity until the following year, when she was lost on the California coast.

The commercial possibilities of Puget Sound were recognized at this period by the establishment of a port of entry at Olympia, and S. P. Moses was appointed collector in February, 1851. Business was not very active, however, and his first clearance was reported November 19th, when the brig *George Emery*, Capt. Enoch Fowler, took out a coasting license; and the same day the schooner *Exact*, Captain Folger, cleared for the Queen Charlotte gold fields. The *Exact* arrived at Alki Point the week previous with the founders of Seattle, A. A. Denny, J. N. Low, C. D. Boran, W. N. Bell and their families, and Charles O. Terry, among her passengers. The Government survey schooner *Ewing* spent some time on Puget Sound, and the brigs *Wellingsby*, *James Marshall* and *Leonora* arrived in the fall, the latter, under command of Capt. Daniel Howard, coming to Alki Point shortly after the advent of the *Exact*. She secured a cargo of piles at this point and departed in December.

WILLIAM J. BRYAN
Engineer Steamship "Columbia"

Several vessels arrived in the Columbia from the Eastern coast this year, among them the bark *Elizabeth Allen*, 208 days from New York; the bark *Francis and Louise*, 262 tons, Seth Mayo, master, with general

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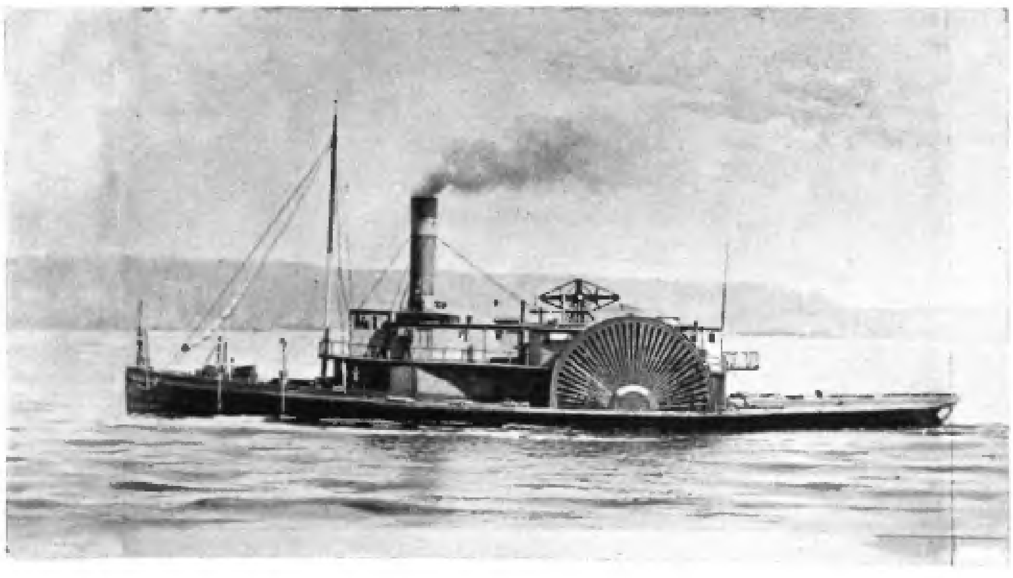
[8] William J. Bryan was born in Massachusetts in 1826, and served his apprenticeship as engineer in Boston. His first experience afloat was on steamers running to the West Indies, and in 1849 he left New York on a sailing vessel bound for California. He struck out for the gold-fields soon after his arrival on the Coast, but met with such indifferent success that he soon abandoned his search for the precious metal and found employment in fitting up the steamer *North Star*, on which he served as engineer between San Francisco and Alviso. From here he went to the *Columbia* for a short time as first assistant with Chief Engineer French and subsequently took charge, one of his assistants being John Nation, afterward well known in the Northwest and at present living in Australia. Mr. Bryan continued running north in the employ of the Pacific Mail Steamship Company until 1859; and, with the exception of a few trips made for the same company on the Panama route, he spent the greater part of his time on the steamship *Columbia*. After leaving the ocean he was appointed superintendent of the Holladay line, remaining in that employment for five years, and subsequently took a similar position with the Occidental & Oriental Steamship Company, which he occupied for twelve years, and has since lived quietly in San Francisco, enjoying the fruits of his many years in the marine service.

[9] The steamer *Goliah*, which for nearly half a century divided honors with the *Beaver* in point of age and general utility, was the second tugboat built in the United States. In 1848 Vanderbilt was doing a profitable business with some wornout steamers towing sailing vessels in and out of the harbor of New York; and W. H. Webb, observing that they lost a great many ships through deficient power, concluded to construct a boat exclusively for towing. The *Ajax* was built first, followed by the "everlasting" *Goliah*. On her completion she was sold by Webb to parties who intended her for the Sacramento River trade. The new owners became involved financially, and the *Goliah* was put in charge of the marshal, who awoke one morning to find himself on the way to California. The steamer had slipped away without any coal, and by a scratch managed to reach St. Thomas, where she secured fuel and provisions. On arrival at San Francisco she was lengthened and ran as a passenger boat on the Sacramento under the name of *Defender*. She was soon bought off by the combination and was then placed on the ocean routes. Flavel ran her up north, and she was afterward on the southern route in command of Capt. Robert Haley, rescuing the passengers of the steamship *Yankee Blade* in the spring of 1854, which vessel was wrecked off Point Concepcion on the first trip after coming out. She was subsequently shortened, and ran for many years as a towboat in San Francisco harbor, finally passing into the hands of the Wrights, who again lengthened her and placed her on the Humboldt route. After a short time in this service she was abandoned and laid over on the Mission flats until 1864, when Captain Griffiths fixed her up as a towboat once more. She was bought by Pope & Talbot in 1871, and arrived at Port Gamble March 22d of that year in charge of Capt. William Hayden, who ran her for a while and was succeeded by Captain Noyes and Capt. J. A. McCoy, who in turn gave way to Capt. S. D. Libby, who remained in command for twelve years. From the time of her arrival on the Sound until the tug *Tacoma* appeared, the *Goliah* towed more than half of the


STEAMER "GOLIAH"
From a late photograph

merchandise from New York; the *P. Pendleton*, Samuel Curtis, master, from New York, with coal and merchandise; the brig *Reindeer*, the schooner *J. R. Whiting*, and the *Golden Age*, 310 tons, Ephraim Richardson, master, from New York. The bark *Ork* arrived from Boston May 30th, with a cargo of general merchandise for Portland. Her rigging was badly shaken up owing to heavy gales, and her captain, Josiah B. Hutchins, immediately filed an extended protest with Notary Van Dusen. Another vessel which encountered difficulties and took the same action was the bark *James W. Page*, Capt. Oliver L. Berse, which, while on a trip from Milton, Or., to San Francisco, June 29th, struck on a bar, where she lost a portion of her shoe. The brig *Amazon*, the first vessel to come to Portland from the Orient, arrived from Whampoa, China.

The Astorians began to look after the coasting trade in 1851, and in the fall built the sloop *Killamook*. She was owned by Samuel Howard, her master, Obed Thomas, James Trask and J. W. Alderman. She registered but ten tons, and yet did a thriving business between Tillamook, Shoalwater Bay and Astoria. The bark *George and Martha*, an arrival of the year previous, was sold July 25th by the United State Marshal, Joe Meek, to William H. Meloy, for $2,025. The brig *Emily Preston* was also sold by Richard P. Buck to John S. Shuman for $5,100; and Benjamin Stark's bark *Ann Smith*, registering 214 tons, which Capt. George H. Flanders brought out the year before, was disposed of to William E. Molthrop. The bark *Desdemona*, Capt. Henry Farley, was transferred August 9th to Thomas Smith by George Abernethy & Co.

Among the vessels visiting Shoalwater Bay were the brig *Quadratus*, Captain Menes, which entered by mistake, and the schooner *Sea Serpent*, Captain Miller, which went in after a cargo of oysters. Numerous vessels engaged in the coasting trade this year, among the best known being the bark *Lausanne*, Captain Stansbury, and the schooners *Urania* and *Francis Helen*. On Puget Sound two vessels, the *Georgiana*[10] and the brigantine *Una*,[11] were wrecked.

Steam tonnage did not increase to any great extent during the year 1852. To the upper Willamette fleet was added the steamer *Oregon*, a little sidewheeler, built at Fairfield by a company at the head of which was Benjamin Simpson. The *Oregon* was a very poor investment, and a source of considerable loss to her proprietors. Following her came the *Shoalwater*, the sixth steamer on the upper Willamette, a small craft fitted with two geared engines, and designed to run when all other boats were compelled to lay up for lack of water on the bars. She was owned by Capt. Leonard White and others, but proving unprofitable was sold to the late Judge McCarver of Tacoma. In the spring of 1854, while making a landing below Rock Island, the steam ran up too fast, causing a flue to collapse. Several persons received injuries, none of which, however, resulted seriously. The accident proved so expensive that she again changed ownership and name, having been called successively during her career, *Fenix* (the owners' method of spelling Phœnix), then *Franklin*, and, as ill luck still pursued her, she was finally lengthened and rechristened the *Minnie Holmes*, in honor of a young lady of Oregon City, who afterward became the wife of Dan O'Neil, the veteran purser. The steamer still proved unremunerative, and in 1858 her owners sold her to B. N. Du Rell, by whom she was taken to Salem and fitted up as a floating sawmill. The machinery was subsequently removed and permanently located on the bank of the river, where it was used in the manufacture of lumber until 1860, at which time the mill was destroyed by fire. Among the crew of the unlucky steamer during her early career was Joseph Buchtel,[12] at present chief of the Portland fire department, who was serving as purser at the time of the boiler explosion at Rock Island.

CAPT. J. M. GILMAN

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vessels that entered the straits for Nanaimo, and nearly all of those bound for the American side. In 1877 she was extensively repaired, and a new boiler provided, which cost nearly $15,000, its dimensions being, width, fourteen and one-half feet, length, seventeen feet, diameter, twelve feet. After Captain Libby left her she was laid up at Port Ludlow for four years. Capt. William Selby then ran her for a year and a half, and Ed. Clements took charge of her for a short time. He was succeeded by Capt. William Williamson, who continued in command for six years, until July 27, 1894, when she was again laid up at Port Ludlow. Her hull below the water line is still in excellent condition, and with repairs to her machinery she would probably outlast the *Beaver*, which was fifty-three years old when she met her fate. Since the loss of that venerable craft, the *Goliah* enjoys the distinction of being the oldest steam vessel afloat on the Pacific Coast.

[10] The schooner *Georgiana*, Captain Rowland, while *en route* from Steilacoom to the gold fields, anchored one night in Skidegate Channel, Queen Charlotte's Islands, and was driven ashore by a gale. Her crew of five men and twenty-two passengers were captured and made slaves by the Hydah Indians, who kept them in bondage for seven weeks before they were finally rescued by the schooner *Demaris Cove*, Captain Balch. The *Georgiana's* passengers included A. Sargent, S. D. Howe, E. N. Sargent, Ambrose Jewell, Charles Weed, Daniel Show, Samuel H. Williams, James McAlister, John Thornton, Charles Hendricks, George A. Paige, John Remley, Jesse Ferguson, J. Colvin, James Hurd, William Mahard, S. Gideon, George Moore, B. F. McDonald, S. S. Ford, Jr., J. M. Brown and J. Siedner; mate Duncan McEwen, and sailors Benjamin and Richard Gibbs.

[11] The brigantine *Una*, one of the Hudson's Bay coasting vessels, was driven ashore near Cape Flattery. Fortunately the schooner *Demaris Cove*, which had previously rescued the crew and passengers of the *Georgiana*, was near at hand, and all were saved, although the vessel was a total loss.

[12] Joseph Buchtel, chief engineer of the Portland fire department, was born in Uniontown, O., November 22, 1830. He followed steamboating only a short time in the early fifties, having been at that period connected with the steamers *Shoalwater*, *Willamette*, *Canemah* and others. He was steward on the *Willamette* when she was lying alongside the unfortunate *Gazelle* at the time of the explosion.

A small iron propeller called the *Eagle*[13] ran between Portland and Oregon City in 1852 in command of Capt. W. B. Wells[14] and Capt. Richard Williams,[15] who coined money with her, carrying passengers between the two cities at the rate of $5 a head. In the fall of the year the *Eagle* met with some opposition from the little propeller *Allan*,[16] owned by Allan, McKinley & Company, old Hudson's Bay men, then in business at Oregon City. The *Allan* was about the same size as the *Eagle*, but hardly as fast a steamer, and was used more for towing and freighting than for passenger service. Abernethy & Clark also had a small propeller, the *Major Redding*, which J. M. Gilman[17] had brought up from California. She was used for jobbing and towing on the Willamette and Columbia.

The steamship *Columbia* continued on the ocean route between the Columbia River and San Francisco, with Capt. William Dall, master, Peter Mackie,[18] mate, Edwin Cox,[19] engineer, Burns, purser, and Joseph Durbron, agent at Portland. The fare was $75 for cabin passage, and $45 in the steerage. The steamships *General Warren* and *Sea Gull* were also in the Oregon trade until they were lost early in the year, and the steamships *Fremont* and *Isthmus* made several trips in the same

CAPT. W. B. WELLS

CAPT. RICHARD WILLIAMS

CAPT. PETER MACKIE

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[13] The steamer *Eagle*, or, as she was always called, the *Little Eagle*, was an iron propeller of about ten tons burden brought up from San Francisco by Capt. William Irving. After Williams & Wells disposed of her she was used principally in towing, although as late as in 1862 she carried passengers on the Cascade route, taking the place of the steamer *Maria*. In 1865 she was sold to Tackaberry & Ham, continuing in the towing business until 1871, when John West purchased her, removed the engines, and placed them in the steamer *Jane West*. Among the first engineers on the boat was Martin Bulger, for a long time Superintending Engineer of the Pacific Mail. Her last captains before she was dismantled were J. N. Fisher and Fred Congdon.

[14] Capt. W. B. Wells, who was associated with Williams in building the steamer *Belle*, had but a short career on the river, although his name is inseparably linked with the early history of steamboating on the Willamette and Columbia. In addition to the steamers *Belle*, *Mary* and *Eagle*, in which he was a partner with Capt. Richard Williams, he bought an interest with Captain Hoyt in the wrecked *Gazelle*, which was renamed the *Señorita*, and was also a part owner with Hoyt in the steamer *Eliza Anderson*, with which he went to the Sound in 1859. After his return to the Columbia he moved to Shoalwater Bay, taking up a claim there, and carrying the mail between Oysterville and Bruceport in a plunger. While making a trip in February, 1863, the sloop was capsized in a squall, and he was drowned. Few of his old associates are now living, but all who remember him speak in the highest terms of his merits as a steamboat man.

[15] Capt. Richard Williams was born in the Canary Islands, and his early life was spent sailing out of New York, Boston, and Portland, Me. He first arrived on the Pacific Coast in the spring of 1850, going to Sacramento, Cal., where he took charge of a ship which had been deserted by the crew in their anxiety to reach the gold mines, and ran it as a floating hotel, doing a profitable business for about six months. He then went to the mines, and on his return to San Francisco three months later met Capt. William Irving, with whom he had sailed out of New York. With Captain Irving he made a trip to Oregon, both returning to San Francisco subsequently with the *Success*, and together they purchased the steamer *Eagle*, just arrived from Philadelphia. Captain Williams ran the *Eagle* in the Oregon City trade for three years, and then sold her to William Latimer, who used her on the Vancouver route. In 1853, with W. B. Wells, he built the *Belle*, which they ran for a short time to Oregon City, and afterward to the Cascades, until the organization of the Oregon Steam Navigation Company. With Bradford and Wells he constructed the *Mary* at the upper Cascades, operating her in connection with the *Belle*. When the Oregon Steam Navigation Company was incorporated, Captain Williams was given stock in the corporation for his interest in the steamers *Belle*, *Mary* and *Señorita*. He sold his shares at the same time that Jacob Kamm and several of his associates withdrew from the company. In the early days of his steamboat career he composed the entire crew of the *Eagle*,—fireman, engineer and captain, and the craft made more money than many of the larger boats with larger crews have in later days. Captain Williams retired from the marine business twenty years ago, and is now a resident of East Portland and president of the First National Bank.

[16] The steamer *Allan* was brought around from New York on a sailing vessel, and received her name from her managing owner. She was used chiefly in the towing and jobbing trade. In 1853 she was taken above the Cascades, and continued running there until 1856. She was commanded at this time by Capt. Thomas Gladwell, who was afterward lost on the steamship *Northerner*.

[17] Capt. James M. Gilman was born in New Hampshire in 1826. After learning the machinist's trade he embarked from Boston with one hundred other young men in the bark *Leonora* for the California gold mines, which he finally reached, but soon returned to San Francisco and found work on the steamer *San Joaquin* as engineer. Shortly afterward he bought an interest in a towboat, but sold out to go to Oregon with the steamer *Major Redding*. When he arrived on the Columbia he left the *Redding*, expecting to return to San Francisco, but after waiting a short time engaged as engineer on the *Multnomah*, and from her went to the *Belle*. When Kamm and Ainsworth were building the *Carrie Ladd*, Gilman was taken in as a partner and remained with them several years, reaping a share of the profits accruing to that successful venture. He retired from the water many years ago, after building up a substantial fortune, and died in Portland, July 19, 1891.

[18] Capt. Peter Mackie, who spent nearly forty years in the Northern trade, was born in Halifax, Nova Scotia, in 1821, and reached the Pacific Coast in 1838 on a sailing vessel, but did not remain. He continued in the deep-water service until the latter part of the forties, when he again went to California, and in 1851 began running North with Captain Dall, serving with him several years as first officer; after which he was occasionally in command of extra steamships. During the Holladay *régime* he was promoted to a captaincy, and from that period until 1887 he was in the Northern trade most of the time, his last charge having been the *City of Chester*. He died in San Francisco in October, 1894.

[19] Edwin Cox was born in Durham, N. H. He came to the Pacific Coast in 1849, and served as first assistant engineer on various Sacramento River steamers. He subsequently held this position on the steamships *Columbia* and *Oregon* running North, and later became chief, in which capacity he afterward accepted employment on the steamship *Santa Cruz*. After leaving the Northern route he followed his vocation for several years on the San Francisco ferry-boats. He went to China as chief on the steamer *Surprise* upon her return from the Fraser River, and soon after quitting this service retired from the water and engaged in mining in California until his death in 1865.

traffic. The steamer *Willamette*, which had come out from the East the year before, was bought by the Pacific Mail Steamship Company and taken to San Francisco.

MARTIN BULGER
Engineer Steamer "Multnomah"

The *James P. Flint*, sunk near Cape Horn in 1851, was raised and put in running order, but unfortunately met with a sad accident in March, when a bolt in the boiler gave way and the engineer, John Dennis, was so terribly scalded that he died within a few hours. The steamer *Washington* was sold in June by Captain Murray to Allan, McKinley & Company for $3,000, and the pioneer steamboats *Columbia*, *Blackhawk* and *Major Redding* were dismantled. The *Multnomah*, Hoyt, master, and Bulger,[20] engineer, and the *Lot Whitcomb*, Ainsworth, captain, and Hall, pilot,[21] were still on the Astoria route, the latter having her Portland landing at the foot of Washington Street, where George W. Hoyt,[22] the agent, had his office. The surveying schooner *Baltimore*, Captain Roberts, spent several weeks in the Columbia during the summer, and the *Louisiana* sailed on her second trip with Oregon produce for China. About this time a strong effort was made to establish the metropolis of the Northwest at St. Helens, and for several months the maritime commerce at that point was of considerable importance. During the six months ending July 1st, nine brigs, four barks, three ships and two schooners loaded there, while the steamships *Fremont* and *Columbia* made nine round trips between that point and San Francisco. The bark *Trenton* created a record for long voyages between San Francisco and Astoria, consuming fifty-seven days in making the trip.

At Shoalwater Bay the oyster industry furnished business for several small coasters. The schooner *Loo Choo*, Captain Nelson, made six trips from the bay to San Francisco, carrying away 8,325 baskets of oysters; the schooner *Sea Serpent*, Captain Miller, five trips, aggregating 5,600 baskets; the schooner *Rialto*, Captain Berse, two trips, taking 2,500 baskets; the schooners *Columbia*, Captain Phillips, and *Tarleton*, Captain Morgan, made one trip each, carrying 600 and 400 baskets respectively; the brig *Sophia*, Captain Bond, loaded 1,500 piles in the bay, and the brig *Oriental*, Captain Hill, took 500 piles and a quantity of oysters. A small schooner called the *Bramble*, and the *Mary Taylor*,[23] were also engaged in the oyster traffic. In the fall of 1852 the first survey of Shoalwater Bay was made by the United States steamship *Active* (old steamship *Goldhunter*), Captain Alden.

The number of sailing vessels in the coasting trade was much larger than during the preceding year. Plying between Puget Sound points, Portland and San Francisco, were the brigs *John Davis*, Captain Plummer, *Franklin Adams*, Capt. L. M. Felker, *Geo. W. Emery*, *Jane*, *G. W. Kendall*, the *Daniel*, *Leonosa*, and the schooners *Cynosure*, Capt. E. S. Fowler, *Exact*, *Demaris Cove*, *Susan Sturgis*, *Alice*, *Franklin*, *Mexican* and *Cecil*. The schooner *Mary*

EDWIN COX

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[20] Martin Bulger, who was one of the first engineers on the *Multnomah*, was born in New York in 1829, and came to the Pacific Coast about the time of the California gold excitement. He served as chief engineer on nearly all of the pioneer boats on the Columbia and Willamette rivers, and also worked in that capacity on the old *Goliah* and other steamers out of San Francisco. He was in the employ of the Pacific Mail Steamship Company for many years, his last position with that corporation having been that of superintending engineer. He retired from the service a few years ago and resides in San Francisco.

[21] W. H. H. Hall, who is now living in retirement at Chelsea, Vt., came to Oregon as supercargo of the bark *Louisiana*, on the trip that brought the *Lot Whitcomb's* machinery. Jacob Kamm, J. O. Waterman, and W. D. Carter, were passengers on the same voyage, the latter two having with them an outfit for a printing office. Mr. Whitcomb engaged Hall to assist in building the steamer, and on her completion he was appointed pilot, remaining with her nearly all of the time she ran on the river. He also piloted on the steamer *Willamette*, and was for a short time captain of the *Fashion*, and afterward of the *Iris*.

[22] George W. Hoyt, who was associated for many years with his brother, Capt. Richard Hoyt, in the steamboat business on the Columbia and Willamette rivers, was born in Albany, N. Y., in 1828, and arrived in California in 1851, the following year going to Oregon, where he commenced steamboating with his brother. He was for a long time agent for the *Multnomah*, with headquarters on the old wharf-boat moored at the foot of Washington Street, shown in the accompanying illustration of the steamer. He afterward purchased an interest in the steamer *Express*, running between Portland and Oregon City. Soon after the organization of the Oregon Steam Navigation Company, he entered their employ, remaining with them and their successors for nearly thirty years. He resigned in 1890 to enjoy a well-earned rest. He died September 9, 1892, leaving a wide circle of friends, by whom he was respected and admired for his many kindly qualities.

[23] Mark L. Winant, who with his father and brother was running the *Mary Taylor* on Shoalwater Bay in the oyster trade during this year, was born in New York City in 1825 and came to San Francisco in 1849. He served on the Sacramento River in 1850 and remained there until 1852, when he went to Shoalwater Bay and followed the oyster business until 1882, subsequently removing to Yaquina, where he has since resided.

Taylor, which had been in use as a pilot boat on the bar, left the Columbia to trade on Puget Sound, taking with her L. B. Hastings and F. W. Pettigrove, the founders of Portland, who on their arrival on the Sound still further perpetuated their names by starting the city of Port Townsend. The bark *Success* was running in the coasting trade in command of Captain Coupe,[24] who owned a half interest in the vessel, and the bark *Brontes* carried away a cargo of piles from Seattle. Other regular traders along the coast were the brigs *Nonpareil*, *Cyclops*, *Willimantic*, *Potomac*[25] and *Eagle*. The *Nonpareil* was a venerable craft, built in Yarmouth in 1832. She registered 134 tons and was eighty-two feet in length, twenty-two feet beam, and eight feet depth of hold. Early in May the *Potomac* grounded while passing out of the mouth of the river with a cargo of lumber for San Francisco, jettisoned her deck load, and, after several hours' thumping, worked back to Astoria, where a survey was ordered, the result of which was a decision that the expense of repairing would amount to more than her value. Addison Drinkwater was master of the craft, and the surveyors were Thomas Goodwin, shipwright, William H. Meloy and A. Williams, ship masters. The brig *Willimantic* also had an interesting experience this year while *en route* from San Francisco to Astoria with ballast and stores. She entered Gray's Harbor by mistake, and after blowing around there for several days finally stranded, but was afterward floated without serious damage. The *Cyclops* narrowly escaped going ashore at the mouth of the river in November, and was so badly shaken up that it was necessary to transfer a portion of her deck load to the brig *Lyra*.

CAPT. GEORGE W. HOYT

In the fall of 1852 a party of seventy gold-hunters bought the brig *Eagle* in Portland and sailed for Queen Charlotte's Island on a prospecting tour. The expedition was a failure, and they returned to Olympia, where the vessel was sold at a sacrifice. The bark *Desdemona*, A. B. Richardson, master, was running regularly between Oak Point and San Francisco, and in October R. R. Thompson and S. H. Lyon purchased an interest in the bark *New World*, 278 tons, at San Francisco, and operated her in the Columbia River and California trade, in command of Capt. Charles Gill, who also owned an interest in her.

There was little change in marine matters in British Columbia at this period. The Hudson's Bay Company received the usual number of vessels from England, the ship *Norman Morrison* returning with several passengers, among them Capt. John Sabiston,[26] the well known British Columbia pilot, and Thomas Flewin, who is still in

CAPT. W. H. H. HALL
First Pilot Steamer "Lot Whitcomb"
From photos taken at Portland, Or., in 1852, and at Chelsea, Vt., in 1893

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[24] Capt. Thomas Coupe was born in New Brunswick in 1818, and began going to sea when he was but twelve years old, running on the Atlantic Coast until the early fifties, when he came around to the Pacific. He arrived on Puget Sound in 1852 in the bark *Success*, of which he was half owner, and took up a 320-acre claim on Whidby Island, where he was joined by his family the following year. It is on this claim that the present town of Coupeville stands. While in the coasting trade with the bark *Success*, Captain Coupe sailed the vessel up through Deception Pass, a feat never before or since undertaken by a similar vessel without the aid of steam power. He was for a long time sailing master on the *Jeff Davis*, the first revenue cutter on Puget Sound, and subsequently built a number of small schooners which he operated on the Sound. The steamer *Success* was also one of his ventures. Toward the end of his life he retired to his farm on Whidby Island, remaining there until his death, which occurred December 27, 1875.

[25] Among the crew of the *Potomac*, which was trading along the coast during 1852, was I. W. Gove, who has continued in this business for over forty years. Captain Gove was born in Maine in 1832, came West when but a boy, and began sailing out of San Francisco on the *Potomac*, from which he went to the bark *Sarah Warren*, serving as mate for nearly four years. His next position was on the well-known old-timer, the *Nahumkeag*, the first vessel owned by the Port Blakeley Mill Company. He remained on her several years, and left to take command of the *Oak Hill*, going from the latter to the bark *Sampson*, which had been reconstructed from an old gunboat 267 feet in length, with both ends alike. After two years on the *Sampson*, he returned to the *Oak Hill*, but soon left her to take the bark *R. K. Ham*, with which he made over one hundred trips between San Francisco and Puget Sound, finding a home on her for over twenty years before ill luck finally overtook her, leaving her bones on Dungeness Spit in 1894.

[26] Capt. John F. Sabiston was born in the Orkney Islands in 1828, and after spending his early life sailing out of English and Scottish ports arrived in Victoria in 1852 on the Hudson's Bay ship *Norman Morrison*, and soon after joined the *Beaver*, on which he had some very racy experiences as sailing master with Captains Dodd and Stewart. He left the *Beaver* at Fort Simpson, and, as Captain Dodd would not give him transportation to Victoria, he came down in a canoe, accompanied by his family and attended by thirteen canoe-loads of Indians. They had a decidedly rough trip, and narrowly escaped trouble with the Bella Bella Indians. Captain Sabiston subsequently took charge of the Hudson's Bay Company's coal mines as overground manager, and, when the company transferred their interest to the Vancouver Coal Company, he filled the same position, remaining with the new owners until 1867, when he returned to his old calling as a pilot, under a certificate issued in 1858. His first work after leaving the coal company was piloting the steamship *John L. Stephens* from

the employ of the company at Victoria. The schooner *Susan Sturgis*, a well known trader along the coast of Vancouver Island, was seized by the Indians. Her captain and Mr. Robert Laing[27] of Victoria were captured and held as slaves for several weeks, finally being released upon payment of a large ransom at Fort Rupert. Several trading vessels were cruising along the coast of Queen Charlotte's and Vancouver islands, most of them having heaquarters in San Francisco, the famous old brig *Tepic* being the best known of the fleet. The brig *Recovery* participated in a marine event of much importance to Vancouver Island, carrying a full cargo of coal from Nanaimo to San Francisco. The *Beaver*, which was paddling around the waters of the Northwest, years before customs laws were in vogue, was seized during the summer of 1852, by Collector Moses[28] of Port Townsend, for an alleged infraction of the law, but escaped with slight detention and no expense.

Capt. Thomas Coupe

The sacrifice of life and property by marine disaster was greater in 1852 than in any previous year, the first and most terrible of the wrecks occurring in January, when the steamer *General Warren* went to pieces on Clatsop Spit at the mouth of the Columbia, over forty people perishing. While *en route* from Portland to San Francisco the *General Warren* passed out of the river late in the afternoon, January 28th, in charge of Capt. George Flavel, who left her soon after crossing the bar, and she stood out to sea with a stiff breeze blowing from the south. Toward midnight the foretopmast was carried away, and the Captain determined to return to the Columbia. She was deeply loaded with grain which had scattered in the hold and choked the pumps, so that water was slowly gaining from a leak caused by her overloaded condition. She sighted the Columbia River in the morning, but was unable to communicate with the pilot boat until afternoon, and it was three or four o'clock before Pilot Flavel came aboard. He objected to taking the steamer in, stating that it was too late, and, with a strong ebb tide running, unsafe to make the attempt. But as the vessel was leaking, and the passengers were fearful of drifting into worse dangers to the northward, they crowded around him, begged so earnestly, and even taunted him with cowardice, that he finally said: "If you insist on going I will try to take you in, but will not be responsible for what may happen." He then ordered the pilot schooner to accompany the steamer, and at 5:00 P. M. crossed the bar, the wind meanwhile dying out so that the schooner could not follow. The steamer was making water faster than ever and was so unmanageable that it was difficult to control her movements, and with the strong ebb running she made so little headway that Flavel requested the Captain to anchor. Captain Thompson informed him that the steamer could not live in such a sea, and that she must be beached immediately. This statement surprised Flavel, who had not until then realized how thoroughly worthless the old tub was, and he obeyed the Captain's

Capt. I. W. Gove

Nanaimo to Sitka, with United States troops for Alaska. He made three trips on the *Stephens*, and has since been continuously engaged in this vocation between Cape Flattery and Sitka. During his long career he has had many narrow escapes from shipwreck, but a cool head and steady nerve have always saved him, and he has never damaged a ship in his charge. Although now in his sixty-eighth year, he is still in active service and good for a long time to come.

[27] Robert Laing, who was on the schooner *Susan Sturgis* when she was seized by the Indians, was born in Fifeshire, Scotland, in 1816, learning the trade, which afterward made him so well known among marine men, at the Hall yards in Dundee. Upon his capture by the Indians, he was treated as a slave, and, half-clad, made to perform the most menial labors during midwinter. After holding Mr. Laing and the Captain for six weeks, the savages took them to Fort Simpson and demanded and received a ransom of five hundred dollars before surrendering their captives. Mr. Laing returned to Victoria on the steamer *Beaver*, which encountered a severe gale while crossing Millbank Sound, and would undoubtedly have been lost but for his timely assistance in repairing the rudder, which had been rendered useless by the heavy seas. On arrival at Victoria he entered the employ of the Hudson's Bay Company and continued with them for several years. He established the first shipyard in Victoria, and hauled out the first vessel ever taken from the waters in the colony. Among other historic vessels repaired on the ways in his yard were the steamers *Beaver*, *Otter*, *Enterprise*, *Diana*, *Emily Harris*, *North Pacific*, *Pilot*, *Gussie Telfair*, Russian steamer *Constantine*, *Isabel*, *Cariboo Fly*, *Forward*, *Grappler*, *Caledonia*, *Western Slope*, *Alexander*, *Maude*, and *Emma*. Whenever a survey was called on a vessel which had been damaged, Mr. Laing's services were secured if possible by the agents, not alone for his expert knowledge of everything pertaining to a marine craft, but because he enjoyed the reputation of always expressing a strictly honest opinion.

[28] Hon. Quincy A. Brooks of Port Townsend, who was deputy collector under S. P. Moses, when the *Beaver* was seized, was placed in charge of the vessel until she was released. Mr. Brooks is still living at Port Townsend, Wash. He was born in Pennsylvania in 1828 and came to the Coast in 1851.

wishes and headed her for Clatsop Spit, beaching her at 7:00 P. M., and in a short time the sea was breaking clear over her. At 9:00 P. M. everything abaft the foremast had been carried away, but as yet no lives were lost. Every one was mustered forward hoping that the wreck would hold together until morning, when they could expect relief from shore. At 3:00 A. M. the steamer was breaking up so rapidly that Captain Thompson determined, as a last resort, to attempt to launch a boat and send for assistance. Captain Flavel was asked to take charge, and volunteers were called for to man her. Most of the people on board preferred to take their chances by remaining on the steamer rather than to rush into what had the appearance of certain death in the breakers, which were then running so high that it seemed impossible for a boat to live. Ten men responded to the call for a crew, by a mere chance cleared the wreck, and a few hours later reached Astoria, where they found the bark *George and Martha*. Her master, Beard, immediately started for the scene of the disaster with a large whaleboat, but, when they reached the spot where the doomed vessel had been the night before, she had disappeared from view; and the bloated corpses of the unfortunate passengers and crew, which drifted ashore on Clatsop Beach, were the only evidences of the disaster. Those of the crew thus awfully sacrificed were: Charles Thompson, captain; Johnson, purser; O'Neill, engineer; George Hatch, porter; Nelson and Jamieson, stewards; T. Harvey and R. E. Hutchinson, cooks; W. Bruen, P. Turan and G. Williams, seamen; Henry T. York. Among the passengers were R. J. Provin, Thomas Mickle, Alanson Pomeroy, John F. Duncan, A. Cook, D. O. Buck, A. Stanley, John Dellon, W. H. Hart, Messrs. Benson, Randolph, Montgomery, Miller, Fuller, Luther, Shloss, and several others. In the boat which left the wreck in safety were: George Flavel, pilot; Edward Beverly, first officer; William Irons, second officer; James Murray, seaman; Isaac Sparrow, seaman; J. G. Wall, E. L. Finch, Henry Marsh, Matthew Nolan, James Nolan, passengers. Of the survivors, General J. G. Wall,* of San Francisco, is the only one still living. A few days after the destruction of the *General Warren* the steam propeller *Sea Gull*, Captain Tichnor, went ashore on the California coast, but was subsequently beached in Humboldt Bay and her machinery saved. No lives were lost.

CAPT. JOHN SABISTON

The schooner *Machigone*, Capt. I. H. Simpson, sailed from Astoria for San Francisco, November 20, 1852, and was not only never heard of afterward, but no wreckage was found to explain the mysterious fate which befell her. She was deeply laden with lumber, and a terrible gale raged for several days after she left the river. The supposition is that she was battered to pieces and driven out of the track of vessels passing up and down the coast. Her master was a brother of Capt. A. M. Simpson of San Francisco, and with him were lost his mate, Lemuel Small, a well known character in marine circles, and seven others.

At the mouth of the Umpqua, the fleet met with considerable damage: January 9th the brig *Almira*, Captain Gibbs, was cast away, after crossing the bar, going ashore one mile north of Umpqua City. At this time she was in the Government service, and was loaded with quartermasters' supplies, carrying also, as passengers, thirty-six soldiers for Port Orford. All hands

ROBERT LAING

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*Gen. J. G. Wall was born in Dublin, Ireland, in 1827, and began sailing out of British ports when a boy of fourteen. He followed his calling on the Atlantic until 1850, when he left New Orleans and came to the Pacific, having been one of the first settlers at Crescent City, Cal., a place with which his name will always be inseparably connected. At the time of the wreck of the *General Warren* he was returning from a visit to Oregon City, and was selected by Captain Flavel as one of the crew of the boat to seek relief, on account of his experience as a sailor. Their mutual good fortune in surviving the terrible disaster caused a strong friendship to spring up between the "pilot king" and General Wall, and nearly every year until the death of Captain Flavel they wonld meet and rehearse the stirring scenes in which they first met. Wall would sometimes go to Flavel's Oregon home, Flavel repaying the visit the following year to California. General Wall was agent at Crescent City for Wells, Fargo & Co. for over thirty years, and at the time of the wreck of the *Brother Jonathan* rendered valuable assistance to the few survivors, and also took an active part in searching for the bodies of the unfortunate victims. Through his prominence in military matters he was one of the best known men in Northern California. He served for fourteen years in command of the militia companies of the Sixth Brigade, in Del Norte, Humboldt, Klamath and Mendocino counties. Before leaving the employ of the express company at Crescent City, he became engaged in lumbering at that point, and is still operating one of the largest enterprises of that kind in the State. He has recently constructed a railroad from Crescent City to Smith River, and across that stream a $40,000 bridge, thus securing easy access to an immense tract of redwood timber which he owns on Smith River. The lumber firm of Hobbs, Wall & Co. is one of the oldest in the State, and since beginning business at Crescent City has built many well-known coasting vessels, among the best known being the schooners *J. G. Wall*, *Mary D. Pomeroy*, and *Ocean Pearl*. General Wall also built the steamers *Crescent City* and the two *Del Nortes*, naming them after the county of that name. At Crescent City he owns one of the largest wharves on the coast, and personally looks after his lumber business for the greater part of the year, giving out no contracts, but employing a superintendent at the mill and a foreman at each of the logging camps. General Wall resides in Alameda, and is largely interested in San Francisco enterprises.

were saved. July 22d the schooner *Nassau*, Capt. Peter Johnson, after sailing out of the Umpqua, encountered a dead calm and drifted ashore on South Spit, where she was rapidly knocked to pieces. Subsequently the United States revenue cutter *Lincoln* sprang a leak and was beached three miles from Coos Bay bar without loss of life. November 29th, during a fog, the brig *Marie* went ashore at North Beach, a few miles above Cape Disappointment, while *en route* from San Francisco to Shoalwater Bay. Nine persons perished, and only two escaped from the wreck. Another serious disaster, attended with sacrifice of human life, was the sinking of the bark *Lord Raglan*, *en route* from Sooke with a cargo of piles for England. The vessel foundered off Cape Flattery, and her crew and passengers, like those of many a craft which has since met a similar fate, were never heard of again. The Rev. and Mrs. Stains were passengers on the vessel, the former having been the first minister of the gospel at Victoria, where he had arrived in March, 1849, on the bark *Columbia*. The brig *Bordeaux*, from San Francisco for Puget Sound, ran in for the Columbia, December 13th, and anchored on the bar. During a heavy swell she lost her anchors and drifted high and dry on Clatsop Beach. The crew escaped, but the vessel proved a complete wreck. The schooner *Juliet*, Captain Collins, from San Francisco for the Columbia, was wrecked in March a few miles below Yaquina. The crew got off in safety and made their way to Oregon City overland.

Another misfortune of the year was the wrecking of the United States transport bark *Anita*, Capt. J. H. Belcher, at Port Orford. The vessel was a total loss, but the crew reached the shore.

William H. Troup

Gen. Joseph Wall

Steam and sailing craft increased with wonderful rapidity during 1853 in all portions of the Northwest. Reports of the remarkable possibilities for marine business on the Great River of the West, and on that vast inland sea, Puget Sound and its tributaries, had spread among the mariners on the more crowded waters of the Eastern coast, and they came with the rush. The impenetrable forests of the Sound country, and the rough character of the land bordering the lower and middle Columbia, made it almost impossible for travelers to proceed except by water ways, and every craft that floated proved profitable. The Columbia and Willamette river fleet was augmented by the building of the steamer *Belle*, which was launched August 18th at Oregon City, for Wells & Williams, by W. H. Troup[29] and the pioneer machinist and engineer, T. V. Smith. The *Belle* was intended for the Oregon City trade, but was operated on the Cascade route in 1855 in command of Captain Wells, with J. M. Gilman as engineer and N. B. Ingalls,[30] purser. She also ran there in 1856–57 in command of Captain Williams, connecting with the

N. B. Ingalls

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[29] Capt. W. H. Troup, father of the well known steamboatmen James, Claud and Charles Troup, was one of the first engineers on the *Firefly*. He was born in London in 1828 and came to this country when quite young. After receiving a thorough training in the machine shops he entered the service of the Pacific Mail Company between San Francisco and Panama early in 1850. From the Panama route he came north, and, preferring river navigation, remained in Oregon. He built the *Vancouver*, the first regular steamer on the Vancouver route, and also constructed the steamer *Fanny Troup*, and was interested in the new *Vancouver*. He went to Coos Bay as engineer on the *Washington*, and was so favorably impressed with that locality that he returned there with Capt. Nat Lane, and with him ran the steamer *Messenger*. Together with the late T. V. Smith he fitted out the pioneer steamer *Blackhawk* for Williams & Wells at Oregon City in 1853. He was also with a steamer on Lake Tahoe, California, several months, and spent some time on the Stickeen River and on steamers running on the Alaska route At times during his long career on the Coast he lived ashore, working at his trade as a machinist, but his love for the water always recalled him to his marine vocation, and he spent the last years of his life on the old steamer *Vancouver*. He died in Vancouver, Wash., April 8, 1882.

[30] N. B. Ingalls, who was one of the first pursers on the *Belle* and the *Eagle*, is, with the exception of Dan O'Neil, the oldest living purser in the Northwest. He arrived in Portland in 1853 and secured a position on the *Eagle*, which ran that year on the Oregon City route, continuing in this service on the steamers *Belle*, *Portland*, *Jennie Clark*, *Rival* and *Express* until 1858, when he went on the Cascade run, remaining, except for a brief absence in the East, until 1893. During that period of thirty-five years he served on the steamers *Carrie Ladd*, *Mountain Buck*, *Julia*, *Cascade*, *Wilson G. Hunt*, *New World*, *Oneonta*, *Dixie Thompson*, *Emma Hayward*, *Wide West*, *S. G. Reed*, *Bonita*, *R. R. Thompson*, *Multnomah*, *Hassalo*, *Lurline* and *Astorian*.

steamer *Mary* for The Dalles. In 1858 she varied her runs, having been at different times on the Astoria, Cowlitz, and Cascade routes. The *Belle* continued on the Columbia under her original management until the Oregon Steam Navigation Company was organized, when she was absorbed by that corporation. They seldom used her, and she soon found her way to the boneyard, where she was broken up in 1869, the old iron of which her hull was built going to China on the bark *Hattie Besse*. The engines were afterward placed in a sawmill at Oak Point. The dimensions of the *Belle* were: Length, 90 feet; beam, 16 feet; depth, 4 feet; tonnage, registered at custom-house at Astoria, 54 tons.

CAPT. CHARLES F. KRAFT

The steamer *Portland* was launched July 2, 1853. She was a small sidewheeler, and on her completion was placed on the Oregon City line in connection with the steamer *Multnomah*, and continued on this route, with occasional trips to Astoria, until October, 1856, when she was taken above the falls and ran on the upper river until March, 1857, at which time she came to a tragic end (see wreck of steamer *Portland*, 1857).

On the lower Columbia the steam tug *Firefly*,[31] a recent arrival from San Francisco, was put in the towing service at Astoria. The *Petonia*, a large steam scow, was completed in September to run between Portland and the Cascades, in conjunction with the steamer *Allan*, which had been taken to the middle river. Capt. John McCrosky and his associates completed what was at this time called "The big sidewheeler *Wallamet*." She was intended for the upper Willamette trade, and was constructed under the superintendence of Captain John McCrosky, who had a mania for building steamers of the Mississippi type. She had disconnected side wheels, with engines 14 x 60, registered 272 tons, was 150 feet in length, 23 feet beam, and 5 feet hold, but owing to defects in her construction and inadaptability to the trade never proved much of a success. In July, 1854, she was lined over the falls and put on the Astoria route, where her owners had the mail contract. In September she was sold to a company composed of Capts. Richard Hoyt, A. S. Murray, and others, who took her to California and ran her on the Sacramento River in opposition to the California Steam Navigation Company. She went down in tow of the old steamship *Peytonia*, and proved a losing venture for her Oregon owners from the time of her arrival. They were finally compelled to sell her to the California Steam Navigation Company, whose business she was seriously affecting. She ran but a short time after this, when she was laid up until she rotted. She was then broken up and her machinery used in a smaller boat called the *Swallow*, which was also dismantled after a short period of activity. The most prominent of the *Wallamet's* masters in Oregon waters were Chas. Bennett and A. F. Hedges of the old Defiance Line. Capt. Chas. F. Kraft,* who is still living in Seattle, was also one of her crew. The *Canemah*,

CAPT. THEODORE WYGANT

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[31] The *Firefly* was a small propeller brought up from San Francisco in 1853 by Capt. Thomas Hawks, one of the first bar pilots on the Columbia. She confined herself mostly to jobbing around the lower Columbia, and came to a sudden end the following year by swamping off Tanzy Point. On February 24, 1854, she was towing a raft of logs from Young's River to Welsh's sawmill, and in rounding Smith's Point the ebb tide caught her. As she was of small power she was compelled to drift with the raft, finally grounding on the sands a short distance above Fort Stevens. She laid there until the flood tide seized the logs, swinging them in over the sands and dragging the steamer with them. Hawks would not cut loose, and the steamer capsized, drowning Captain Hawks, engineer Swasey, and three others. Welsh, who had been a passenger on the trip, remained on the raft, finally cut it adrift and floated up to Astoria, where he gave the alarm. A rescuing party hurried to the relief, but when they reached the scene of the disaster the only one alive was the fireman, who was clinging to the smokestack.

* Capt. Charles F. Kraft was born in Prussia, August 23, 1831. After cruising in the Baltic Sea and other European waters while a boy, he came to San Francisco in 1849, and went to Portland in 1851, entering the marine service in the Northwest on the steamer *James P. Flint*, above the Cascades. He left her at Portland in 1851, and next served on the old *Columbia* for a short time. From the *Columbia* he went to the *Eagle*, where he remained as engineer two years. He was afterward on the *Wallamet*, going with her to San Francisco, and on his return bought the *Eagle* and ran her for a few months, when he sold her and retired temporarily from the marine business. After spending several years in mining and mercantile pursuits in Southern Oregon and Western Washington, he went to Puget Sound and purchased the *Edith E* on Lake Washington. He operated her six years, in the meantime building the *Mary Kraft*. He formed a combination with the Seattle Cable Railroad Company, while president of the Union Navigation Company, and under this contract ran the steamers *Kirkland*, *Mary Kraft*, and *Edith E*, for a year and a half, the *Kraft* burning in 1892. In 1894 he bought the *Quickstep* and took her from the Sound to Lake Washington. While in command of the *Kirkland* he had the honor of entertaining President Harrison during a pleasure trip on the lake. An exceedingly valuable marine relic is now in the possession of Captain Kraft,—the flags of the old steamship *Columbia*, which vessel rounded the Horn in 1851 and was the first regular boat between Portland and San Francisco.

under the same ownership, continued on the route from Oregon City to up-river points in command of Theodore Wygant,[32] with Sebastian Miller,[33] engineer.

CAPT. SEBASTIAN MILLER

Captain Hoyt had combined with Captain Murray, establishing the People's Line, operating the steamers *Multnomah* and *Portland* in the Oregon City trade. Breck and Ogden were the Portland agents. The steamer *Fashion*, which had risen from the ruins of the *Jas. P. Flint*, in command of Capt. J. O. Van Bergen, was covering several routes, going to the Cowlitz Monday and Tuesday, Oregon City Wednesday and Thursday, and the rest of the week to Vancouver and the Cascades. In August the *Portland* began running to Vancouver, and indulged in some lively races with the *Fashion*. The *Shoalwater* continued on the upper Willamette, and in August the *Washington* left the Columbia for the Umpqua, where she was run by her owner, Capt. Sylvester Hinsdale.[34] The *Lot Whitcomb* was on the Astoria route, connecting at Rainier with the Cowlitz River Canoe and Bateau Line, which in turn made connections with stages for Olympia and Puget Sound points. The Willamette Falls Company commenced the construction of a fine steamer for the Oregon City trade, but unfortunately she was burned on the stocks before completion. The Pacific Mail Steamship Company indulged in a little experimenting this year, causing the people of Portland serious anxiety for a short time. The company built a $40,000 wharf at St. Helens, and refused to allow their steamers to go any farther up the river. They were operating two steamships on the San Francisco route, the *Columbia*, Captains Dall and Lapidge,[35] and the *Fremont*, Captain Burns; but the Portlanders succeeded in compelling them to reconsider this move by securing an opposition steamship, the *Peytonia*, which arrived on her first trip in December in command of Capt. Jas. S. Nash, and the Pacific Mail Company again extended their service to Portland.

CAPT. SYLVESTER HINSDALE

The year 1853 witnessed the advent of local steam navigation on Puget Sound by American steamers. The *Fairy*, a sidewheeler owned by A. B. David and Capt. Warren Gove, was brought from San Francisco on the deck of the bark *Sarah Warren*, and under command of Captain Gove replaced the Canoe express on the run from Seattle to Olympia. She was small and slow and cut no great figure in Puget Sound navigation, finally ending her days with a boiler explosion in 1857.

The Willamette Falls Company, backed and controlled by the banking house of Page, Bacon & Company, commenced operations opposite Oregon City in 1853 with a view to rivaling the old town. They spent thousands of dollars in building a basin and bulkheads and making other improvements, but misfortune attended their efforts from the start. Their first steamer was burned on the stocks at Oregon City, October 6th, their next, the *Gazelle*, blew up with frightful results in 1854, less than three weeks after she was put in service, and the same year the *Oregon* was sunk, proving almost a total loss. These fatalities eventually drove them from the river, and during the big freshet of 1861 their warehouses and other property went floating seaward, ending forever an ill-starred enterprise.

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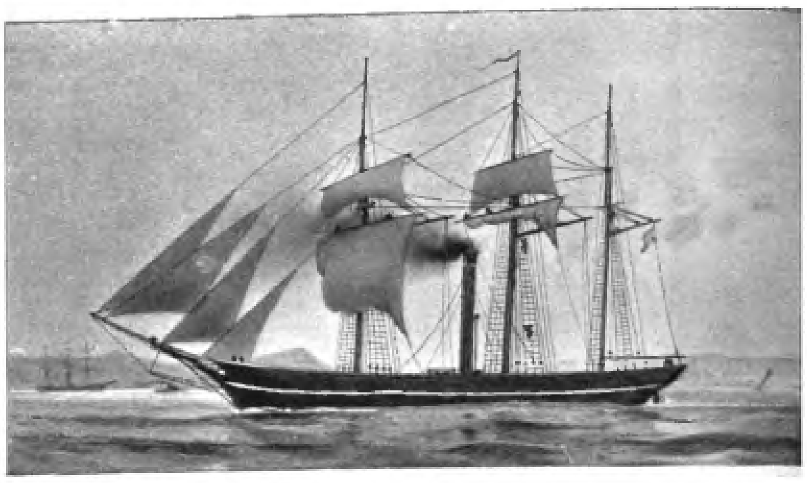
[32] Theodore Wygant, a pioneer steamboat man of the Willamette, was born in New York in 1831. Upon his arrival in Oregon he joined the *Canemah* as purser in May, 1852, and after a short time took command. He was subsequently master of the steamer *Surprise*, and from 1852 until 1858 ran on the Willamette River continuously, retiring from the water in 1858 to accept the agency of the *Surprise* at Oregon City. He also acted as agent for the steamers *Onward*, *Relief*, *Elk*, and others. In 1863 he was appointed Secretary and Treasurer of the Oregon Steam Navigation Company, holding this important office, with the exception of brief intervals, until 1879. He next became Secretary and Assistant Treasurer of the Oregon Railway & Navigation Company, occupying that position for eight years, resigning in 1887 to engage in the real estate business. In 1858 Mr. Wygant married a daughter of W. G. Rae, one of the best known of the Hudson's Bay Company's agents. Mrs. Wygant was born on the company's famous steamer *Beaver* while her parents were *en route* north from Fort Vancouver. Mr. Wygant has preserved a most complete record of the marine business of the Willamette and Columbia rivers for a period covering nearly forty years, and we are indebted to him for much valuable information in connection therewith. Although permanently retired from maritime pursuits, he is still deeply interested in anything pertaining to his old vocation.

[33] Capt. Sebastian Miller was born in Ohio in 1827, and learned the engineers' trade on the Ohio River, where he followed his profession until 1852, at which time he came to Oregon. His first work here was as engineer on the steamer *Canemah*, and from her he went to the *Willamette*, then running as a mail boat to Astoria. After serving in this capacity for several years, he received master's papers and went to the other end of the boat, where he has had a varied career. His greatest feat was in running the steamer *Shoshone* from the upper Snake River to The Dalles, a perilous undertaking and one which has never since been equaled. He also brought the steamer *Nez Perce Chief* from The Dalles to Portland, and was master of the sternwheel steamer *Beaver* from the time she was launched until she went to the Sound. During the past three decades he has had command of nearly forty different steamboats on the Willamette, Columbia and Snake rivers. He retired from the water a few years ago and is now living near Oregon City.

[34] Capt. Sylvester Hinsdale was born in New York in 1824, and after following the sea on the Atlantic Coast until 1850 came around to California and from there to Oregon in 1852. He first engaged in the mercantile business at Scottsburgh, but in 1853 went to the Columbia and purchased the little steamer *Washington*, which he operated on the Umpqua River. After a time he took her down to the Coquille, but soon returned to the Umpqua, and, when the first vessel built in Oregon south of the Columbia was launched at Scottsburgh in 1856, he took command. This vessel was the old schooner *Umpqua*, and Captain Hinsdale ran her between Umpqua and San Francisco for about three years, retiring from the water to attend to his mercantile and steamboat interests. He died in Laramie, Wyo., in 1870, while on his way home from the East.

[35] Capt. William F. Lapidge was born in England in 1822, and sailed out of Liverpool as a midshipman on H. M. S. *North Star*. After six years in the navy he entered the merchant service as master of the bark *Jenny Bryant*, and subsequently commanded other sailing vessels, leaving them to enter the employment of the Cunard Steamship Line, remaining with this company as third, second and first officer for seven and one-half years. He came to the Pacific Coast in 1851, and, after running north on the *Columbia* and other steamers for two years, took the steamship *Unicorn* to Sydney and sold her for W. H. Aspinwall. He then accepted a position on the Panama route, where he remained for twenty-two years, retiring in September, 1873.

The steamship *Columbia* and the *Fremont* had extended their trips from the Columbia River to include Puget Sound, and arrived and departed regularly from Steilacoom. The Victoria steam fleet received a very important addition in the Hudson's Bay Company's steamer *Otter*, the pioneer craft whose varied history is excelled in interest only by that of the ancient *Beaver*. The "old steamer *Otter*," as she was called to distinguish her from the numerous *Otters* that disported in these waters in after years, was built at Blackwall, England, in 1852, was about 220 tons burden, with the following dimensions: Length, 122 feet; beam, 20 feet; depth of hold, 12 feet. Her propelling force consisted of two direct-acting, condensing engines, 26 x 18 inches, which were looked upon as marvels of mechanical skill at the time of their construction, and had taken the first prize in the great London Exhibition of 1851. She came out from London in January, 1853, in command of Captain Miller, with Capt. Herbert G. Lewis,[36] first officer, and Charles Thorn, engineer, arriving at Victoria five months later. She was sent out by the Hudson's Bay Company to relieve the *Beaver* of some of her work, which was increasing as the country became more thickly settled. Soon after her arrival she was taken to San Francisco and enlarged to suit the trade for which she was intended. She continued to run up and down the coast for many years in the interest of the company, most of the time in charge of Captain Lewis. She was also commanded at different periods by Captains Mouatt, who took her after her arrival, Swanson, McCulloch, Meyer, Gardiner, and others. In 1877, while the company was making a specialty of steamboating, the *Otter* was placed on the run between Victoria and New Westminster during the winter months, at which season it was frequently too rough for the *Enterprise*. She also made occasional trips on this route in place of the *Princess Louise*. In 1880 she sank near Bella Coola and was reported a total loss. The wreck was sold by the underwriters to Captain Spring, the Hudson's Bay Company repurchasing it and employing diver Harmon of Victoria, who descended and shut a deadlight through which most of the water had entered, after which the steamer was raised without difficulty and towed to Victoria. Here she was refitted and ran for several years, ending her days in the service of the Canadian Pacific Navigation Company, who finally dismantled her and used the hull for a coal hulk until June, 1890, when it was burned for the copper. Two of the crew who came out in this famous steamer, H. G. Lewis and Harry Glide,[37] are still


THE HUDSON'S BAY STEAMER "OTTER"

CAPT. HERBERT G. LEWIS

HARRY GLIDE

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[36] Capt. Herbert G. Lewis, who came out as first officer on the *Otter*, is still living in Victoria, where for a number of years he has been shipping master. He was born in England in 1828, and first came to the Northwest on one of the Hudson's Bay Company's sailing vessels, returning to England within a short time and again coming out with the *Otter*. Soon after his arrival he joined the *Beaver* as mate, and as far back as 1856 an item appears on that venerable steamer's log stating that the first officer, Mr. Lewis, by order of the chief factor, had gone on board the United States steamship *Massachusetts* to pilot her up the Fraser River. After the arrival of the steamship *Labouchere* Mr. Lewis was made captain and ran her for a great many years, trading in the North. From this service he went to the sidewheeler *Enterprise*, running to New Westminster, and was in charge of the *Otter* on the same route for a short time. His last command in the service of the Hudson's Bay Company was the *Princess Louise*, from which he resigned to accept a pleasanter berth on shore.

[37] Mr. Harry Glide of Victoria, to whom we are indebted for much valuable data regarding the early career of the steamers *Beaver* and *Otter*, was born in England in 1835. In 1850 he began an apprenticeship with the Hudson's Bay Company on the bark *Prince of Wales*, and was transferred from there to the steamer *Otter* in 1852, coming to the Pacific with her the following year. The voyage out was an eventful one for Glide. The captain was intoxicated almost constantly from the time they left the Thames until they were well into the Pacific, and made such a long passage that all of the crew with the exception of Glide were down with the scurvy. This threw much additional work on the apprentice. Although the vessel left England in December, 1852, it was not until the following August that she entered the straits. Here she narrowly escaped destruction, being caught by a strong tide and swept through between Tatoosh Island and the mainland, fortunately without injury, and on August 4th she reached Victoria. Mr. Glide continued in the service of the Hudson's Bay Company after his arrival and received the first pilot's certificate granted in British Columbia. It is dated July, 1858, and was issued by Sir James Douglas and Captain Prevost of H. M. S. *Plumper*. On

living in Victoria, and they love to relate the exploits of the little flyer which sailed away from the *Flying Cloud* and several other crack skimmers of the sea which rounded Cape Horn at the time the *Otter* came through the straits, but failed to reach San Francisco until several days after her arrival. Steam was used but little on the way out, and it took nearly a month for the vessel to make her way through the Straits of Magellan. While there the crew went on shore and found several tons of coal, which had probably been left for some other purpose; but, as it was needed, they did not stop to inquire to whom it might belong. During the Indian war on the Sound, the *Otter* was chartered by the United States at a stipend of $300 per day. She created considerable surprise among the Indians, who could not understand her propelling power, which was so unlike that of the sidewheeled *Beaver*.

The growing trade of the Umpqua induced the establishment of a regular service to that point in the fall of 1853, the steamship *Fremont* making two round trips per month from San Francisco. The sailing fleet plying between San Francisco and northern ports included a number of vessels whose names for years were household words. Among them were the brigs *I. B. Lunt,*[38] running to Milwaukie, in command of J. C. Daggett; *Susan Abigal,*[39] Capt. Paul Corno; *Francisco,*[40] Capt. B. F. Smith; *Grecian,*[41] Captain Phillips; barks *Chas. Devens,*[42] Captain Richardson; *Nahumkeag,*[43] Capt. Thomas Johnson; *American*, Captain Kirby; *Malory*, Captain Hurd; and the schooner *Matthew Vassar,*[44] Captain Dodge.

Routledge - From Photo

A. C. Farnsworth J. G. Hustler Chas. Edwards Moses Rogers Alfred Crosby
COLUMBIA BAR PILOTS, 1853

Plying to Puget Sound ports were the brigs *Geo. W. Kendall*, in command of Capt. A. B. Gove; *Cabot*, Captain Dryden; the bark *Sarah Warren*, Capt. Warren Gove, and several others, including, with the Portland

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the 8th of August of that year he sailed eight barks and two schooners into Victoria harbor, all from San Francisco; and, when they were discharged he took them out again, there being no towboats in those days. In 1861 he married a daughter of the late Robert Laing, who had joined her father at Victoria in 1854. Mr. Glide left the water several years ago and at present is living in contented retirement in a snug home overlooking the entrance to the harbor into which he sailed over forty years ago.

[38] The brig *I. B. Lunt*, which Captain Daggett brought to Milwaukie in 1853, was built at Bradford, Me., in 1849. She was owned by Capt. A. B. Richardson and Cory Williston and was about two hundred tons burden. Richardson took command in 1854 and ran her for several years, most of the time during the fifties in Abernethy's packet line. He was succeeded by Captain Metzger, who was afterward master of Pacific Mail steamers on the northern routes.

[39] The brig *Susan Abigal*, another of the famous coasting packets of early days, came round the Horn in 1851, and entered the Columbia River and Puget Sound trade in 1853, in command of Capt. Paul Corno, the first tugboat man on the Columbia River. The brig came to a tragic end, being captured and burned in July, 1865, by the rebel cruiser *Shenandoah*, which was then leaving a fiery trail of terror in the North Pacific Ocean.

[40] The brig *Francisco*, built in Townsend, Me., in 1849, was about 160 tons register, eighty-four feet long, twenty-two feet beam, and eight feet hold. She came to Portland in 1853 in command of Captain B. F. Smith, and was owned by Massachusetts people when she first appeared, but afterward passed into the hands of Portlanders. She continued in the coasting trade for several years in command of Captains Libby and Richmond, who succeeded Smith. The latter retired from the sea and died in Portland after making a comfortable fortune.

[41] The brig *Grecian*, owned by Benjamin Stark, was built in Pittston, Me., in 1838, and registered 229 tons. She arrived here first in 1851 in command of Capt. Sam T. Kissam, and in 1853 ran in charge of Captain Phillips.

[42] The bark *Chas. Devens*, one of the speediest of the early sailing vessels, arrived at San Francisco from New Orleans in 1851, and for seventeen years was constantly in the coasting trade. She registered 263 tons. Her length was one hundred and five feet three inches, beam twenty-five feet, depth of hold eleven feet. Her first captain on the Coast was Abel Richardson, well and favorably known among pioneer mariners in the Northwest. Following Richardson, the bark was commanded by Captains Healy, Reynolds, Hovey, and others. Like many of the old-timers she met with an unkind fate, and in March, 1870, being deeply laden with lumber, was wrecked while attempting to sail out over Coos Bay bar.

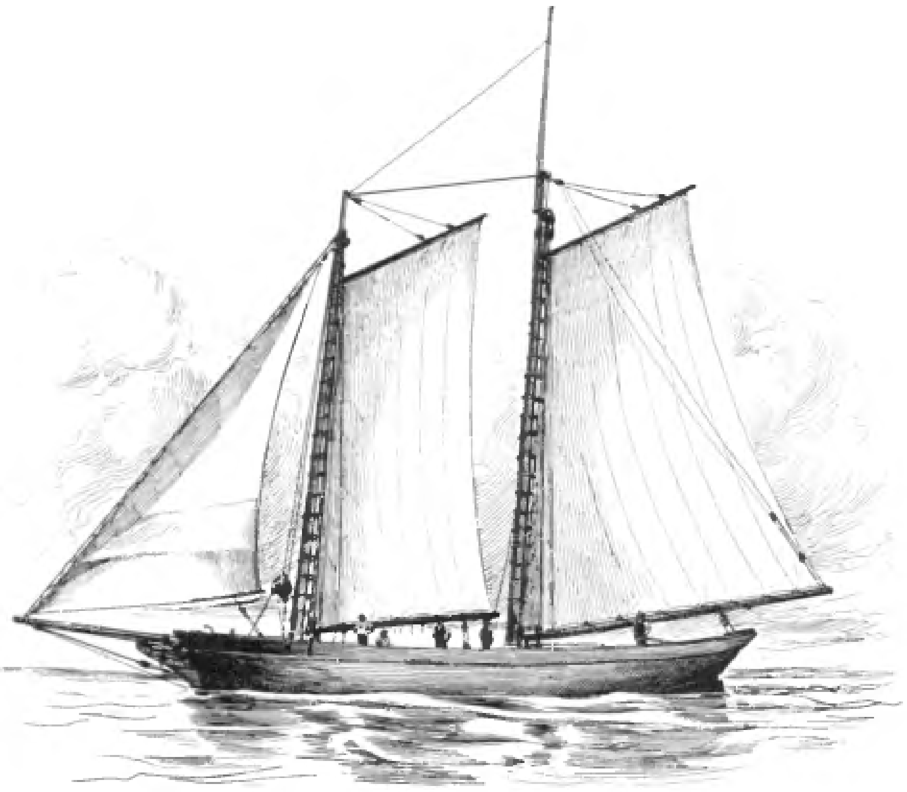
[43] The bark *Nahumkeag*, built at Pittston, Me., in 1848, was one of the first of the Abernethy line of packets and for several years made regular trips between Portland, San Francisco, and Puget Sound ports. Thomas Johnson was her first master after coming to the Coast, and was succeeded by Arthur, Williams and Reed.

[44] The schooner *Matthew Vassar*, one hundred and eighteen tons register, seventy-six feet long, twenty-three feet two inches beam, seven feet eight inches hold, was built at Poughkeepsie, N. Y., in 1846. Capt. Alexander Dodge was her first master and owner, Capt. George Trofatter and others succeeding him.

and Victoria fleet, the brigs *Agate*, Captain Johnson; *Alert*, Captain Hall; *Alonzo*, Captain Demies; *Daniel*, Captain Ledne, hailing from Milwaukie; *Dracut*, Captain Cottier, in the lumber trade from the Columbia; *Dudley*, Captain Staples; *Hodgden*, Captain Farnum; *Josephine*, Captain Collins; *I. W. Havener*, Captain Bagley; *Nonpareil*, Captain Brewes: *Potomac*, Captain Slocum; *Sophia*, Captain Collons; *Tigress*, Captain Dewing; and *Vandalia*, Captain Beard. Engaged chiefly in the oyster trade were the schooners *Kalama*, Captain Folsom; *J. M. Ryerson*, Captain Badger; *Maryland*, Captain Davis; *Sophia*, Captains West and Collins; the schooner *Quadratus*, Captain Given, carrying coal to St. Helens for the Pacific Mail Company. The barks *Louisiana*, Capt. A. Williams; *Alabama*, Captain Falkenberg; *Burham*, Captain Marshall; *Ocean Bird*, Captain Powless; and the brig *S. R. Jackson*, Captain Simpson, were also on this route.

The schooner *Spray*, Captain Hall, arrived in the Columbia, taking the first cargo of lumber sent to Australia from the Northwest. The schooner *Eudorus*, Captain Seaman, also loaded lumber at Moore's Mill on the *Lewis and Clarke*, the schooner *Harriet* at Hunt's Mills, Cathlamet, and the bark *Success*, then in command of Captain Coupe, left Shoalwater Bay laden with piles. The bark *Josephine* arrived at Victoria from Honolulu with a cargo for the Hudson's Bay Company, and the ship *Norman Morrison* returned from England with two hundred colonists. The Nanaimo coal mines, which had shipped a sample of coal to San Francisco in the *Recovery* the preceding year, now sent over two thousand tons to that port, the ship *William* taking the first entire cargo. The cost was $11 per ton at Nanaimo and $28 in San Francisco. The barks *American*[45] and *Culloma*, and the ship *Robert Burton*, arrived from New York with freight and passengers for Portland, Vancouver and Astoria.

Previous to and even after the arrival of the steamer *Fairy* on the Sound, the passenger and mail service between Olympia, Victoria and Bellingham Bay was performed by the sloop *Sarah Stone*, plying regularly in command of Capt. Thomas Slater, who, with Henry Webber,[46] had the mail contract. An important arrival on the Sound was that of the schooner *L. P. Foster*, 154 days from Boston, in charge of Capt. J. P. Keller. She arrived September 5th, bringing machinery for the first mill at Port Gamble. On board were the Captain's wife and daughter, the first white women to land at that point. The *Foster* loaded piles and went back to San Francisco commanded by Captain Talbot, who subsequently returned with the schooner *Julius Prindle*, Cyrus Walker coming up with him. The schooners *Cynosure* and *William Allan*, Capt. Franklin Tucker, were granted register in the Puget Sound district. The former belonged to Enoch Fowler, master, Gilbert Wilson and William Talbot and was launched at Portland, Me., in 1845. The *William Allan* was owned by William Allan of Bellingham Bay and was built at Scituate, Mass., in 1836.


Columbia Bar Pilot Schooner "California," 1853

At the mouth of the Columbia the pilot schooner *Mary Taylor* was succeeded by the schooner *California*;[47] and in the latter part of this year the brig *Hope* broke all previous and subsequent records for long passages between San Francisco and the Umpqua, being out sixty-two days. The year 1853 proved disastrous, especially at the mouth of the Columbia, where the *Vandalia* was wrecked, January 9th, and the barks *Mindora* and *I. Merrithew* perished three days later, followed by the bark *Oriole* in September.

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[45] The bark *American*, which came out this year consigned to Leonard & Green, was built in Haddam, Conn., in 1845. Her dimensions were: length, ninety-eight feet; beam, twenty-six feet; depth, eleven feet. After discharging her inward cargo she loaded lumber at the Oak Point mills, continuing in that trade for several months. She came out in command of Capt. Leon Kirby, who was succeeded by John Wigginton.

[46] Capt. Henry Webber, of the pioneer sloop *Sarah Stone*, was born in Maine in 1824, coming to the Pacific Coast in 1850. He commenced his marine career in the Northwest on sailing vessels plying between Olympia, Victoria, and Bellingham Bay points. He was sailing master all through the Indian war on the noted schooner *H. C. Page*, which he ran after he left the *Sarah Stone*. He retired from marine pursuits several years ago and was accidentally killed at Port Townsend in 1894.

[47] The schooner *California*, perhaps the best known of all the pilot boats that appeared at the mouth of the Columbia, was placed on the bar in the spring of 1853. She was built at Stonington, Conn., in 1848, and was about eighty tons register, sixty-four feet in length, nineteen feet four inches beam, and seven feet ten inches hold. Her first master was Capt. George Flavel, and the enrollment at the Astoria custom-house credits him with three-fourths ownership and Alfred Crosby with one-fourth. Conrad Boelling afterward appeared as an owner, and in 1854 Captain Hustler held a quarter interest, which he disposed of in 1856 to A. C. Farnsworth. Hustler and Crosby were again in proprietorship of the vessel in 1868, when her last license was granted. All of the original pilots on the schooner have made their last port, but there are still a few living who were connected with her in the fifties. Among them may be mentioned A. J. Belmont, who was also one of the owners of the *Rabboni*, the first bar tug on the Columbia. For the last twenty years he has been in the employ of the Oregon Steam Navigation Company and its successors. N. C. Kofoed of Ilwaco was one of her crew, holding the position of boatkeeper for several years, as did also, for a short time, P. E. Ferchen, the well known river pilot.

The bark *Vandalia* from San Francisco, E. N. Beard, master, was lost January 9, 1853. She was last seen by the *Grecian* on that day standing in, and several days later the hull was found bottom up on the beach near McKenzie's head. Four bodies came ashore, among them the Captain's and that of a boy fourteen years old. The Indians were kept from plundering the wreck by Messrs. Holman, Meldrum and Scudder and Colonel Stewart of Pacific City. Exact particulars of the accident will never be known, as there were no survivors. It is supposed that the bark missed stays while beating in and drifted into the breakers, where she sprang a leak and afterward foundered.

The bark *Mindora*, Captain George Staples, was wrecked January 12, 1853, while on her way from San Francisco to Portland. After lying off the bar for twenty-eight days, she crossed in with a strong breeze and proceeded as far as Sand Island, when the wind died out and she anchored. A strong current caused by the ebb tide and freshet started her to dragging, and she went on the middle sands, striking at 8:00 P. M. The sea was breaking over her so heavily that the Captain and crew were forced to abandon her at 10:00 o'clock and go to Astoria. When the pilot boat went down the next morning she had disappeared. The wreck afterward drifted out to sea and came ashore between Shoalwater Bay and Gray's Harbor.

The bark *I. Merrithew*, Capt. Samuel Kissam, sailed from San Francisco, December 18, 1852, with 128 tons of general merchandise. She arrived off the Columbia bar, December 30th, at 9:00 P. M., but on account of heavy weather stood off and on until January 12th. On that morning, seeing no pilot, and having a fair wind and flood tide, she sailed in as far as the red buoy on Clatsop Spit, when the wind gave out, and she was forced to anchor. She came in like the *Mindora*, but anchored a little south of her position and dragged on the middle sands, lying there until the ebb tide, pounding. The masts were cut away, and she lay easier, although the sea made a clean breach over her. At 9:00 A. M. the pilot boat rescued the crew, and during the day a southeast gale finished the work of destruction. Her hull afterward drifted seaward and finally came in near Cape Disappointment.

The brig *Roanoke* was *en route* from San Francisco with a cargo of general merchandise in charge of Captain Barrett, and had already nearly broken all records for long passages, having been out fifty days, when she attempted to cross into the Umpqua, February 2, 1853. The unfortunate vessel was wrecked on the bar, and only a portion of the cargo was saved. The crew escaped.

CAPTAIN SWANSON

The brig *Vancouver*, which was wrecked at Rose Spit in August, 1853, was a comparatively new vessel, having arrived at Victoria from England in May. In August she left for Fort Simpson in command of Captain Reed.[48] Captain Swanson went up with her as pilot, as he was familiar with the waters of the North, while Reed was a new man. The night of the wreck there was a good stretch of water ahead, and, after giving the course to the quartermaster and to Reed, Swanson went to his berth for a nap. No sooner had he retired than Reed changed the course and in short order had the brig aground. The wind was blowing a gale, and it set her on the spit with such force that it was impossible to float her. A boat was sent to Fort Simpson, and the *Beaver* was dispatched to the scene. The Indians claimed the wreck, but Captain Dodd, with an eye to the business interests of the Hudson's Bay Company, after drenching her with oil set fire to her. The news of the disaster did not reach Victoria until October, and on the arrival of the crew Captain Reed was promptly dismissed from the service of the company, and Swanson was exonerated.

The schooner *Willamette* was a 180-ton vessel *en route* from San Francisco to Shoalwater Bay in charge of Captain Vail. She made a rattling passage up, and four days out from the Bay City ran into Gray's Harbor by mistake. After lying there fourteen days awaiting better weather, she attempted to cross out early in September, missed stays and stranded. Two seamen, in attempting to reach shore in the small boat, were drowned. The rest of the crew remained on the vessel until their provisions were exhausted, and they were rescued in a starving condition by a settler on the harbor.

The bark *Oriole*, Lewis H. Lentz, master, from San Francisco for Astoria with building materials for the Cape Disappointment lighthouse, was wrecked September 19, 1853. She sailed from San Francisco, August 28th, and arrived off the Columbia bar, September 18th. She took Pilot Flavel aboard that night at 9:00 P. M. and stood off and on until daylight of the nineteenth. At noon she caught a southwest breeze and squared away for the bar, entering at 3:00 P. M. The wind died out, and, the ebb making fast with a heavy sea, she dragged to leeward, striking very heavily on the south sands in seventeen and one-half feet of water. The rudder was unshipped, she was leaking badly, and the tide was setting her out to sea rapidly. As she had become unmanageable the crew abandoned her, and just outside the bar, in five and one-half fathoms of water, she rolled over on her beam ends and sank. Fifteen minutes afterward nothing was out of the water but the topsail yards. Thirty-two persons escaped in boats and were picked up by the pilot schooner the next morning. In appreciation of his skill in preventing loss of life, Captain Lentz presented Captain Flavel with a fine testimonial.

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[48] Capt. James M. Reed, who was in command of the *Vancouver* when she was wrecked, was born in the Orkney Isles in 1803, and made his first trip to the Northwest in 1852 on the unfortunate *Vancouver*. After the loss of the vessel he engaged in mercantile business at Victoria, remaining there until his death in 1868.

The Peruvian bark *Joseph Warren*, 250 tons, in ballast from San Francisco for Vancouver Island, sailed November 13, 1853, and on November 25th, in latitude 42° 30', longitude 131° 20', was "knocked down" by a gale and her decks swept clean. The masts were immediately cut away, but she remained in a sinking condition until the 8th day of December, when she was run ashore under a jury mast, a short distance below Yaquina Bay. The second mate and three seamen were drowned. Peter Young, master, H. Lorenzen, mate, and Andrew Adams, seaman, came to Astoria and filed protest. The survivors drifted about on the bark for thirteen days and suffered greatly before they finally reached shore.

CAPT. E. M. WHITE

The brig *Palos*, from San Francisco for Shoalwater Bay with several passengers aboard, piled up on Leadbetter Point in the fall of 1853 during a thick fog. The captain was drowned, but the passengers and crew reached shore in safety. The vessel was a total loss.

In 1854 a "steam canoe" was no longer a curiosity to the Indians in the Northwest, and only on rare occasions did they go out to welcome the mariners with tomahawks as in olden times. Instead they crowded aboard whenever a vessel appeared, begging tobacco, firewater and other luxuries, frequently helping the crew to load and unload. It was about this time that many of the first families of Washington received the names which they have since borne. The jocular crews christened them Daniel Webster, Andrew Jackson, General Washington, etc., and, gradually becoming accustomed to the new titles, they adopted them.

This year witnessed an innovation in Northwestern steamboating,—the building of the first sternwheeler. Prior to this date propellers and sidewheelers were the only steam craft which had been tried here; but Captain Ainsworth and Jacob Kamm concluded that sternwheelers were better adapted to the river business than the other styles. An experience of over forty years has since proved the wisdom of their theory. They built the *Jennie Clark* at Milwaukie, on the same spot where the *Lot Whitcomb* was constructed; and after her completion she was placed on the Oregon City route with Ainsworth in command, where she continued for several years. In 1862 she enjoyed the distinction of being the first regular seaside boat, making a weekly trip to Clatsop Landing on the Lewis and Clarke River. This was after the steamer had passed into the hands of the Oregon Steam Navigation Company, and was almost her last work, as she went to the boneyard the following year, where, after her engines had been removed and sent up the country to furnish power for the pioneer steamer *Forty-nine*, the old hull remained until October, 1865, when it was burned for the iron. The *Jennie Clark* was a primitive boat compared with the sternwheelers which followed her, but, owing to the fact that she was planned by two of the most successful and practical steamboatmen that ever followed the river, few of the prominent features of her construction have since been improved upon. The steamer's dimensions were: length, one hundred and fifteen feet; beam, eighteen feet six inches; depth, four feet. Her machinery (12 x 48 engines) was brought from Baltimore. A one-half interest in the steamer was owned by Jacob Kamm, and one-fourth each by Captain Ainsworth and Abernethy & Clark. Kamm afterward sold three-sixteenths to Josiah Myrick, who took command, and Ainsworth's share was purchased by Theodore Wygant. Another fine but short-lived steamer, the *Gazelle*, was put on the upper Willamette, but went skyward in one of the most terrible boiler explosions which ever occurred in Oregon. The Citizens' Accommodation Line was running the steamers *Canemah*, Capt. George E. Cole, and the *Franklin*,[19]

CAPT. L. W. COE

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[19] The steamer *Franklin* was built at Canemah in 1854, and started on the upper Willamette in the fall in command of Capt. C. E. Sweitzer, who was succeeded by Capt. E. M. White. She was owned by M. M. McCarver, Jennings McCarver, and E. M. White, and registered forty-nine tons, with the following dimensions: length, ninety-three feet; beam, seventeen feet six inches; depth, three feet.

Capt. E. M. White,[50] to Corvallis and Salem, respectively. The Defiance Line had the steamers *Wallamet*, Captain Hedges, and the *Fenix*, Capt. John Miller. The *Wallamet* was brought over the falls by Captain Bennett, August 2d, and placed on the Astoria route to take the place of the *Lot Whitcomb*, which had been sold to California parties and started down the coast August 12th, in tow of the steamship *Peytonia*, Captain Flavel taking her over the bar. The *Wallamet* commenced an opposition to the *Multnomah*, which had the mail contract, and the fare was reduced to eight dollars per head, with freight at the same rate per ton. In December the second sternwheeler was launched by Capt. A. S. Murray and George Hoyt. She was named the *Express*,[51] and Captain Murray operated her in the Oregon City trade. The old *Fashion* was sold again this year, passing into the hands of Shields & Priestly. The steamer *Belle* was plying to the Cascades to connect with the first steamer built above that point, the *Mary*, a small sidewheeler constructed by the Bradfords and L. W. Coe.[52] In command of Captain Baughman, the *Mary* ran in connection with the *Belle* and the *Fashion* until 1857, when she joined forces with the *Señorita*. While not so noted in a financial way as some of her more pretentious sisters before and since her time, the *Mary* was an important factor in some of the liveliest Indian skirmishes in which the pioneers participated. A particularly interesting account of one of these diversions is given in the following letter written in March, 1856, by L. W. Coe to P. F. Bradford:

> "The steamer *Mary* lay in Mill Creek, no fires, and the wind hard ashore. Jim Thompson, John Woodward and Jim Herman were just going up to the boat from the store as they were fired upon. Capt. Dan Baughman and Thompson went ashore on the upper side of the creek, hauling on lines, when the firing of the Indians became so hot that they ran for the woods, past Inman's house. The fireman, James Lindslay, was shot through the shoulder. Engineer Buckminster shot an Indian with his revolver on the gang-plank; and little Johnny Chance, while climbing upon the hurricane deck with an old dragoon pistol, killed his Indian, but was shot through the leg in doing so. Dick Turpin, half crazy, probably, taking the only gun on the steamboat, jumped into a flatboat lying alongside, was shot, plunged overboard and drowned. Fire was soon started under the boiler, and steam was rising. About this time Jesse Kempton and a half-breed named Bourbon, both wounded, got on board. After sufficient steam to move was raised, Hardin Chenowith ran up into the pilot house, and, lying on the floor, turned the wheel as he was directed from the lower deck. It is needless to say that the pilot house was the target for the Indians. As the steamer turned around and backed out, he did toot that whistle at them good, and it was music in our ears. The steamer picked up Herman from the bank above; and Inman's family, Shepard and Vanderpool all got across the river in skiffs, and, boarding the *Mary*, went to The Dalles. At The Dalles the *Mary* took on board Col. George Wright, and troops, and started back for the Cascades."

By the time the *Mary* reached her destination, reinforcements had begun to arrive from Vancouver on the steamer *Belle*, and from Portland on the *Fashion*.

CAPT. WILLIAM DALL
Steamship "Columbia"

The *Gazelle*, which will live in history as the victim of the first serious boiler explosion in the Northwest, was the second steamer built by Page, Bacon & Company, the first having burned on the stocks at Oregon City. She was a sidewheeler with disconnected engines, and made her trial trip March 18th, in command of Captain Robert Hereford. On the 8th of April, while lying at the wharf at Canemah, her boiler suddenly exploded with terrible results, instantly killing Rev. J. P. Miller of Albany, Judge Burch of Luckiamute, Mr. Morgan of Rickreal, Mr. Hill of Albany, James White of Salem, Dan Lowe of Oregon City, David Fuller of Portland, C. Wadsworth of Milwaukie, passengers; David Page, superintendent of the Willamette Falls Company, owners of the boat; John Clemens, pilot of the *Gazelle*; J. M. Fudge, pilot of the *Wallamet*; Jacob Bloomer, Mr. Hatch, J. K. Miller, Michael McGee, deckhands; Henry Traul, steward; second engineer Plant and three others; wounding Mrs. J. P. Miller, Charles Gardner, Robert Pentland, Miss Pell, Crawford Dobbins, Robert Shortess, B. F. Newby; Robert Hereford, captain; John Boyd, mate; James Partlow, pilot; and John Daly, cabin boy. A defective pump and poor boiler are the causes to which the accident is generally attributed, although but little is known about it as the engineer, Moses Toner, hurriedly left the boat a few seconds before the explosion and disappeared, and the second engineer was killed. The catastrophe occurred at 6:40 A. M., shortly after the steamer landed at Canemah on her way up from Oregon City. Several people aboard of the *Wallamet*, which was lying alongside, were injured. Toner was heard of afterward on the Sound, but he never returned to reveal what he knew concerning the disaster. Jacob Kamm, who was engineer on one of the Oregon City boats at the time, states that the iron of which the boiler was constructed was of a very poor grade, being weak and brittle, and liable to give way under any sudden strain. The wreck was sold to Capt. Richard Hoyt, Murray, Wells, and one or two others, who launched it over the falls, August 11, 1855, refitted it and called the new craft the *Señorita*. The machinery was eventually placed in the *Hassalo* and larger engines given to the *Señorita*.

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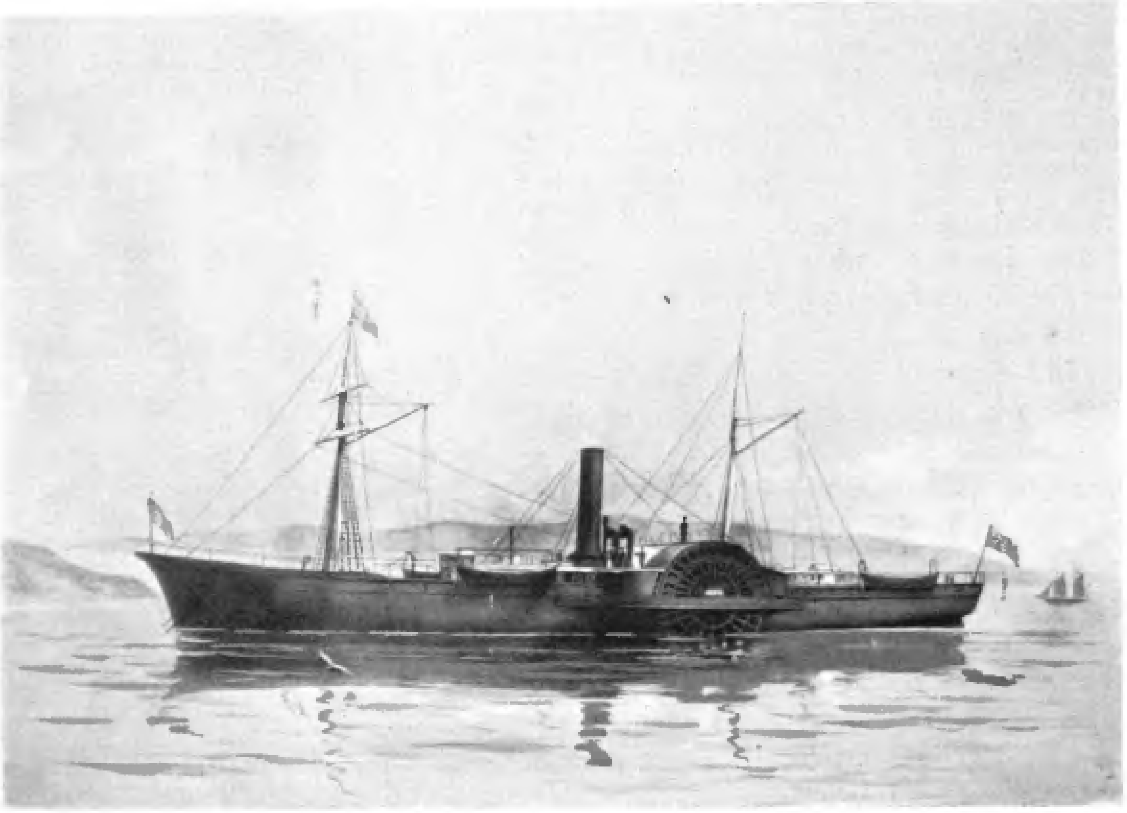
[50] Capt. E. M. White, son of S. S. White, who started one of the first regular lines of sailing vessels between Portland and San Francisco, was born in Illinois in 1832. After coming to Oregon he ran for a while as pilot on the steamer *Lot Whitcomb*, remaining with her until the *Franklin* was built, when he bought a part ownership in that boat and took command. After running her for about a year he traded his interest for a mercantile establishment at Oregon City, and retired from the river for many years, returning to the marine vocation in 1880, taking charge of the steamers *Ocklahama*, *Alice*, and other boats of the Oregon Railway & Navigation Company. He died in Portland in October, 1891.

[51] The steamer *Express*, the second sternwheeler built in the Northwest, was launched at Oregon City, December 7th. Her dimensions were: length, 111 feet; beam, twenty feet; depth, four feet. She registered about sixty-nine tons, and was built by a company at the head of which was Capt. Alexander Sinclair Murray. His associates were Captain Washington, John Torrence and George W. Hoyt. Murray ran her for a while on the Oregon City route and made money. In 1857 Wm. Irving bought Torrence out and took command, meeting with some red-hot opposition from the *Multnomah* and the *Jennie Clark* the following year. In 1858 Irving purchased Murray's interest and continued on the old route, with a trip on Thursdays to Monticello. After disposing of his partnership, Murray went to British Columbia and engaged in steamboating, and, as Irving was impressed with the opportunities in that region, he sold the *Express* to parties afterward interested in forming the Oregon Steam Navigation Company, and Capt. James Strang ran her until 1863, at which time she was broken up, and her engines were sent to Lake Pen d'Oreille for the steamer *Mary Moody*.

[52] Capt. Lawrence W. Coe, who was interested in the steamer *Mary*, was a son of Nathaniel Coe, the first postal agent in the Northwest. He was born in New York in 1831, and, after coming to Oregon, served as purser on the *Fashion* between Portland and the Cascades in 1853. He ran the steamer *Mary* for about a year, and then sold out to Bradford & Co., entering their employ as manager. About 1858, in conjunction with R. R. Thompson, he secured the government contract from The Dalles up, and built the steamer *Colonel Wright*, a full account of which will be found elsewhere. The same year they completed the steamer *Venture* at the Cascades, in 1859 the *Tenino*, and a year later the *Okanogan*. The interests of Coe and Thompson on the middle and upper river were then consolidated with those of Ainsworth, Kamm, the Bradfords, Ruckel, *et al.*, and the Oregon Steam Navigation Company came into existence. Coe was appointed manager at The Dalles, and in 1863 he went East and bought the material for the portage road at the Cascades. On his return, having amassed a comfortable fortune, he disposed of his possessions in the Northwest and removed to San Francisco, where he has since resided.

The Hudson's Bay Company's steamer *Otter* made several trips between Victoria and San Francisco, carrying cranberries and other British Columbia products, and occasionally offered a few tons of coal for sale at the Bay City. In October the steamship *Columbia* towed the steamer *Wallamet* from the Columbia River to San Francisco, Captain Hoyt going down with her.

Better steamboat facilities were demanded on Puget Sound, and in the fall of 1854 the steamer *Major Tompkins* appeared on the scene and went into service between Olympia, Victoria, and way ports. She was a small propeller built in Philadelphia in 1847. From there she was taken to New Orleans, where she ran until 1850, when she went to New York, and started for the Pacific. Her dimensions were: length, ninety-seven feet four inches; beam, twenty-three feet three inches; depth, seven feet five inches; tonnage, one hundred and fifty-one. After her arrival on the Coast she ran on the Sacramento River until she was subsidized to retire in 1853. The following year Capt. James M. Hunt and John M. Scranton secured the Puget Sound mail contract and bought the *Major* to perform the service. She sailed from the Bay City early in September, in charge of her new proprietors, but did not make a rapid passage, consuming sixteen days to the Columbia River and nearly three weeks in reaching her destination. Her career on the Sound was brief, as she was wrecked February 25, 1855, while going into Victoria harbor, less than six months after her arrival. The wreck was sold to Robert Laing, who saved a portion of her machinery, but the hull was a total loss.



STEAMSHIP "REPUBLIC"

The steamship service between San Francisco and Northern points at this period was performed by the Pacific Mail steamers *Columbia*, Capt. William Dall, *Republic*,[53] Captain Isham, John Bermingham,* chief engineeer, and *Fremont*, Capt. Edward Mellis, the former as the regular boat, the others making occasional trips, while the *America*, Captain Mitchell, and the *Peytonia*, Captain Sampson, were running in opposition. The *America* had just arrived from the East, and was working up a good business on the Northern route, when her owners, Vandewater & Brown, quarreled, and the steamer was in the hands of the Court for several months before they adjusted their difficulties. She was finally sold to Lucas, Turner & Co. for $95,000. In the fall the old Panama liner *Isthmus*, renamed the *Southerner*, took the *Peytonia's* place, but was lost by Captain Sampson near Cape Flattery. She sailed from San Francisco on her last trip December 20th, with the following officers: F. A. Sampson, captain; James Freeborn, purser; J. L. Foster, first officer; N. J. Blaisdell, second officer; F. Clayton, chief engineer; John Hardling, assistant engineer; William Thompson, steward; a crew of nineteen, and twenty-eight passengers. The following extract from her log tells the story of her last trip:

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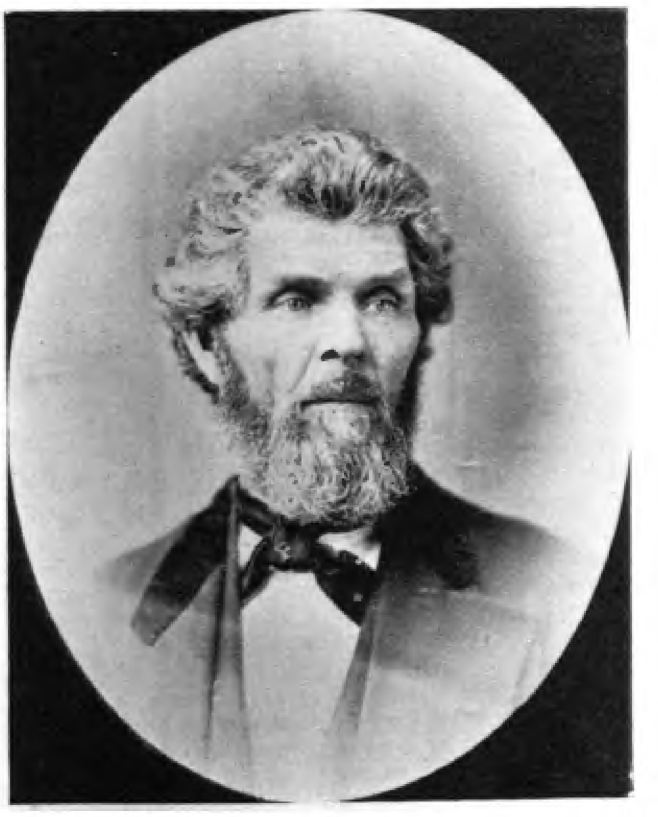
[53] The steamship *Republic*, which the Pacific Mail was running to St. Helens, was a small sidewheeler. She came here first in command of Capt. J. B. G. Isham, and ran regularly until 1857 and afterward at intervals. Her masters during this period were Isham, Baby, Lapidge, the Dalls, and others. In 1857 she was operated in hot opposition to the steamship *Commodore*, owned by John T. Wright, on one occasion racing this vessel all the way from San Francisco to Portland.

*John Bermingham came to the Pacific Coast on a sailing vessel in 1847, and has witnessed the growth of the steamship branch of the marine business from its inception. When the gold excitement made the Panama route the richest field ever entered by steamships, Captain Bermingham began running south from San Francisco as engineer on the steamships of the Pacific Mail Company. He went north about 1853 on the *Republic*, and in 1855 was on the Portland route again as chief engineer of the *Panama* with Capt. F. R. Baby, and in 1856 was on the *Columbia* of the same line with Capt. William Dall. In September, 1856, he left this steamer and assisted the Bradfords in their steamboat enterprises on the Columbia River, returning to San Francisco the same year and joining the steamship *Golden Age* as chief engineer, remaining with her on the Panama line for five years, and in 1861 retired from the water. He has for many years held the position of Supervising Inspector of Steam Vessels, with headquarters in San Francisco, and is well known to every marine man on the Pacific Coast.

> "At Eureka December 22d. At Crescent City December 23d. Unable to get in at Port Orford or Umpqua, so went on for the Columbia. Passed Tillamook Head at 10 A. M. December 25; off Columbia bar at 1 P. M., with heavy S. W. swell. Engines out of line and racked by the swell; leaking. Lay by until 6 P. M., and, as could not get in, ran for Puget Sound with all pumps working. At 10 P. M. gaining so that passengers had to bail with buckets and throw cargo overboard. Kept water down to engine-room floor. December 26th at daylight sighted land twenty-six miles south of Cape Flattery; engines working very slowly; stood along the coast close hauled to wind until 4 P. M., when leak gained too fast and stern began to drop. Ran in ten miles S. E. of Cape Flattery and anchored in seven fathoms; sandy beach under lee. Sea broke over and she dragged; slipped chains and went on broadside. Cut away mast and smokestack, and the tide fell and left her quiet. At daylight everybody got ashore safely, and, the sea rising, she soon went to pieces."

Four small vessels which afterward became very well known in the Northwest were built on Puget Sound in 1854. They were the schooners *H. C. Page*,[54] Capt. Henry Roeder;[55] the *A. Y. Trask*,[56] Capt. James Keymes; the *Emilie Parker*,[57] Capt. James Jones; and the sloop *Col. Ebey*,[58] Capt. L. B. Hastings.[59] Many of the vessels of the fleet which came round the Horn during the gold excitement in California had passed into the hands of local owners, who were running them in the Northern and coasting trade. In this fleet were the barks *Burnham*, Captain Kinney,[60] *Metropolis*,[61]

JOHN BERMINGHAM
From photos taken at Portland, Or., in 1854, and at San Francisco, Cal., in 1894



CAPT. L. B. HASTINGS

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[54] The schooner *H. C. Page*, one of the best known among the pioneer craft on Puget Sound, was built at New Whatcom in 1854 by William Utter, her master, Henry Roeder, and R. V. Peabody. She was about seventy feet long and registered forty-two tons. She ran in the Bellingham Bay and Victoria trade many years, in command of Utter, Morehouse, Barnes, Oberg, and other veterans, finally coming to grief in 1860, while *en route* from Port Ludlow to Victoria, being caught in a tide rip about four miles southeast of Trial Island. Her deck load shifted, and she filled and capsized, afterward righting and drifting ashore on Whidby Island, near Deception Pass.

[55] Capt. Henry Roeder was born in Germany in 1824, and at an early age came to this country, beginning life on the water when a boy of fourteen on Lake Erie. At the age of twenty-one he was master of a vessel and sailed on the lakes until 1851, when he came to California. He arrived on the Sound in 1854, and that year, in company with R. V. Peabody, built the schooner *H. C. Page*, the third vessel registered in the custom-house of the Puget Sound district. He also constructed the schooner *General Harney* in 1859, and operated her on the Sound until 1861. After the bark *Glimpse* ran on the rocks at Clover Point, she was sold at auction to Captain Roeder, who pulled her off and took her to Port Ludlow, where she was repaired, and continued in the service during the next three years.

[56] The schooner *A. Y. Trask*, built at Port Discovery in 1854 for Capt. James Keymes, was forty-six feet long and registered twenty-two tons. She traded with the Indians along the Northwest coast for several years, and was the first vessel to go up the Snohomish River. During her trading career she was in command of Capt. John E. Burns.

[57] The schooner *Emilie Parker* was built at Olympia in 1854 by Hiram D. Morgan for Capt. James Jones. She was a small but speedy craft and carried on a thriving business. Her dimensions were: length, forty-four feet four inches; beam, eleven feet.

[58] The *Col. Ebey* was built at Port Townsend, and sailed most of the time by her owner, Capt. L. B. Hastings, one of the founders of Portland, Or., and Port Townsend, Wash. The *Ebey* was only forty feet long and of twenty tons burden.

[59] Capt. L. B. Hastings was born in Vermont in 1814, and on coming to the Pacific Coast settled at Portland with Lovejoy and Pettigrove in 1848. His son, Oregon Hastings, now living in Victoria, was the first child born on the site of the present metropolis of the Northwest. Not fully realizing the future in store for their town on the Willamette, Captain Hastings and Pettigrove left in 1852 for Port Townsend, where they founded another city. While on the Sound Captain Hastings was interested in several sailing vessels, and, when they were in a measure supplanted by steamers, he became owner or part owner of some of the best known of the pioneer steam craft. He died at Port Townsend in June, 1881.

[60] Capt. Simeon B. Kinney, who sailed between San Francisco and Puget Sound ports in 1854 on the bark *Burnham*, was born in Yarmouth, Nova Scotia, in 1809, entered the West Indian trade when a boy, and, after sailing all over the world, arrived in San Francisco in 1852 in the bark *Duke of Wellington*. Two years later he went to the Sound in the *Burnham*, followed the coasting trade a while and then went into the foreign service again, returning in 1868 as master of the bark *Onward*, in the Puget Sound traffic. In 1870 he left the vessel to engage in the stevedoring business in San Francisco, where he remained until his death in 1873.

[61] The bark *Metropolis*, which began coasting in 1854, was in command of Captain Surman. In 1855 she made a trip to Hongkong, and from 1856 to 1858 inclusive was running to Honolulu in charge of Captain Preston, who was succeeded by Captains Riley and Dryden.

Acadia,[62] *Nahumkeag*, *Chas. Devens*, *Mallory*, and *Archibald Gracie*; brigs *Halcyon*, Captain Flavel, *I. B. Lunt*, *Metropolis*, *Francisco*, *Cyrus*,[63] and *Kingsbury*; schooners *J. R. Whiting*, Capt. Samuel Blair,[64] *Tennessee*, *Harriet*,[65] and *Elsie*. Early in the year Capt. Enoch Fowler, who had arrived on the Sound in 1853, purchased the San Francisco pilot schooner *R. B. Potter*, and ran her as a mail and dispatch boat under charter to Governor Stevens, to carry supplies, etc., to the various Indian camps about the Sound. The *Potter* was in command of Capt. Franklin Tucker[66] the greater portion of the year. The schooner *Eclipse*, Captain Barrington,[67] was also in the freighting and trading business in this region, making her headquarters at Whidby Island, where she was owned.

Capt. Franklin Tucker

The Bark *Success* and the ship *Lucas* took coal cargoes from Bellingham Bay to San Francisco, but this branch of the coasting trade had not yet reached great proportions. The British bark *Senator* loaded with piles at Sooke for the Sandwich Islands, and the Swedish brig *Donna Maria*, Captain Sampson, sailed for San Francisco from the same place with 17,000 feet of piles, but was wrecked May 23d, forty miles south of Cape Mendocino, when six days out. The master had been unable to get an observation for three days on account of fog. When she struck, the masts were cut away, easing her so that the crew reached shore in safety, and after a thirty-hour walk they arrived at Bodega, where the schooner *Sovereign*, Captain Fitch, took them to San Francisco.

Among the arrivals were the bark *John G. Colley*, Capt. W. F. Kippen, at Astoria, March 7th, from New York, and the brig *Eolian*, Capt. John H. Briard, also at Astoria from New York with general merchandise. The East India Company's ship *Marquis of Butte* arrived at Victoria under charter to the Hudson's Bay Company. With her, as second officer, came Capt. James McIntyre, who for the succeeding forty years held a prominent place among Northwestern mariners. The British brig *Princess Louise* and the barks *Colinda* and *Prince Albert* arrived at Victoria for the Hudson's Bay Company, and subsequently went around to the Columbia and loaded at the mouth of the Willamette. The brig *Tarquina*[68] was purchased by a party of Whidby Islanders, who operated her on the Sound. The United States schooner *Monterey* spent considerable time in the Columbia, and her officers cut nearly as wide a swath as did those of her namesake which appeared forty years afterward in the same waters.

The loss of life by marine disaster was greater than in any previous year, the terrible boiler explosion of the *Gazelle* and the loss of the *Firefly* claiming the greatest number of victims. Other wrecks beside the *Southerner* and *Donna Maria*, previously mentioned, were the *Lord Weston*, lumber laden from Sooke for England, which went ashore on Vancouver Island, the schooner *Empire*, lost at Shoalwater Bay while outward bound with a cargo of oysters for San Francisco, and the brig *William*, wrecked at Nitnat, the captain losing his life.

Capt. E. Barrington, Sr.

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[62] The bark *Acadia*, Captain Cousins, was built at Surrey, Me., in 1845, and registered at the Astoria custom-house, April 10, 1854, tonnage one hundred and ninety-nine.

[63] The brig *Cyrus* was a speedy little craft of two hundred and thirteen tons register. She was owned by Lafayette Balch of Steilacoom and Curtis & Farwell of San Francisco, and after running for several years between Portland and San Francisco was placed in Balch & Weber's packet line to the Sound. William Biggs was the best known of her masters.

[64] The *J. R. Whiting* was this year in command of Capt. Samuel Blair, who afterward became very prominent, accumulating a fortune in the marine business on this Coast. Captain Blair was a native of Ireland, and was born in 1829. His first voyages were out of the English Channel in 1846. In 1848 he went to New York, sailing on the Atlantic Coast until 1849, when he visited the Pacific on the bark *Mary Waterman*. The first four years after his arrival were spent in sailing sloops and schooners on the Sacramento. He then took command of the *J. R. Whiting*, and ran her to Columbia River and Puget Sound ports for a decade. He was next in charge of the bark *Rival*, operating her in the Puget Sound trade for five years, then going to the ship *Commodore*, which he sailed for six years. Good management and fortunate investments enabled him to lay the foundation for a fortune, and he retired from the water in 1874 to look after his various interests, which have since rapidly increased.

[65] The schooner *Harriet* made her first trip to the Columbia with a cargo for Alexander Birnie, her destination being Hunt's Mills, at Cathlamet. She was in command of Captain Sargent at this time, and he was succeeded by Coffin, Melville, and others.

[66] Capt. Franklin Tucker, at present keeper of the lighthouse at Ediz Hook, was born in Maine in 1826, and sailed out of Boston in 1844. In the following years, prior to his arrival on the Pacific Coast, he visited every port of importance on the globe. In 1848 he was cast away in a brig off the Bahamas, and five out of the crew of nine were drowned. His first work on the Pacific was on the old brig *George Emery*, and he enjoys the distinction of having handled the first mail packet on Puget Sound, the old schooner *R. B. Potter*, between Olympia, Seattle, Steilacoom, Port Townsend, and Bellingham Bay. Captain Tucker is one of the few remaining of the pioneers who witnessed the advent of American steam vessels on Puget Sound.

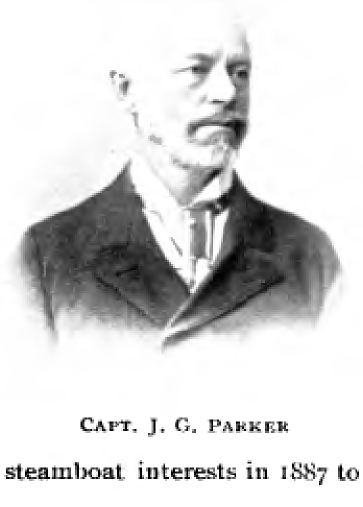
[67] Capt. Edward Barrington, Sr., who was sailing the *Eclipse* on the Olympia and Victoria route in 1854, was one of the best known of the pioneer navigators on the Sound. He was born in England in 1830, and his parents removed to Nova Scotia during his childhood. He went to sea when he was fifteen years old, and in 1848 reached California, running a water boat between Sausalito and San Francisco during the gold excitement. He arrived on the Sound in 1852, and, in company with a man named C. C. Phillips, carried the mail between Olympia and Whatcom in an Indian canoe, a very risky business at that time, as the natives were ugly. In 1854 Barrington and Phillips bought the schooner *Eclipse* and commenced a general freighting business between Olympia, Victoria, and other Sound ports, at the same time conducting a store at Oak Harbor. In 1858 they built the famous schooner *Growler*, which took the place of the *Eclipse*. The *Growler* ran for several years, and proved profitable long after steamboats began to appear on the Sound. Captain Barrington died in January, 1883, leaving a wife and six children, the eldest of whom, Capt. Ed. Barrington of Seattle, is one of the best steamboatmen of his years on the Sound.

[68] The brig *Tarquina*, registered this year from Whidby Island, was built at Perth Amboy, N. J., in 1844. Dimensions: length, ninety feet; beam, twenty-six feet; depth, ten feet four inches; tonnage, two hundred and ten. Since running in the Pacific Coast trade she has been owned by Capt. A. M. Simpson, afterward by Wm. Robertson and Samuel Hancock and sailed by Edward Myers.

CHAPTER IV.

Arrival of Steamer "Traveler" on Puget Sound—Loss of the "Major Tompkins"—Puget Sound Steamers "Water Lily" and "Daniel Webster"—The Pioneer Steamship "California"—Steamship "America"—The "James Clinton" Reaches Eugene City on the Willamette—Indian Troubles on the Columbia and Puget Sound—The Steamship "Oregon"—Schooner "Calamet"—Wreck of the "Desdemona"—Arrival of Steamer "Constitution"—Steamer "Sea Bird"—Steamboats "Surprise" and "Elk"—Steamers "Hassalo" and "Mountain Buck"—Steamer "Vancouver"—A Tualitin River Steamboat—Oregon's First Bar Tug, the "Fearless"—The Barkentine "Jane A. Falkenberg"—Steamer "Portland" Swept Over Oregon City Falls—Boiler Explosions on Steamers "Fairy" and "Washington"—Rush to the Fraser River Gold Mines—Building of Steamers "Eliza Anderson" and "Julia"—Loss of the Steamer "Traveler"—The "Venture," the First Steamer to Shoot the Cascades—The Novel Trip of the "Maria" from San Francisco to Puget Sound.

NAVIGATION by American steam vessels on Puget Sound met with a setback in 1855, which left the residents of this far-off corner of the United States without a steamer for their local trade, the *Major Tompkins* having been wrecked early in the year while entering Victoria harbor. The field was vacant, however, but a short time. Capt. J. G. Parker[1] purchased the iron propeller *Traveler* in San Francisco, and, after removing the machinery, loaded her on the brig *J. B. Brown* and took her to the Sound. She was launched at Port Gamble, after being rebuilt, and was placed on the mail route between Olympia, Steilacoom and Seattle, making occasional trips to Victoria and Port Townsend. The *Traveler* will live in marine history as the first steamer that navigated the waters of the Duwamish, White, Snohomish and Nootsack rivers. She was built in Philadelphia in the early fifties, brought round the Horn in sections, and put together in San Francisco by Charles Peters, who sold her to Edward H. Parker, who in turn disposed of his interests to J. G. Parker. After taking the steamer to the Sound, Parker ran her until the close of the Indian war in 1857, when his engineer, William N. Horton,[2] bought the vessel, and chartered her to the Indian Department, but continued in charge until March, 1858, when she was wrecked off Foulweather Bluff,



Capt. J. G. Parker

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[1] Capt. J. G. Parker is probably the oldest living master and pilot of steam vessels who has navigated Puget Sound and its tributaries from Olympia to the sea. He was born in Kingston, Canada, in 1829. At that time his father, Capt. J. G. Parker, Sr., was a steamboat owner and master, and with his brother Reuben A. had built the pioneer steamers *Kingston* and *Toronto*. They plied on Lake Ontario between Sackett's Harbor, Kingston, Toronto and Hamilton, the *Toronto* lasting over forty years. The Parker family removed to Rochester, N. Y., and the subject of our sketch resided alternately in Rochester, Buffalo and Detroit, leaving the latter place in 1851 for California. He came out as messenger for Gregory & Company's Express on the steamship *Illinois*, Captain Hartstein, from New York to Chagres, and crossed the Isthmus of Panama when the mule trails were in the worst possible condition, proceeding to San Francisco on the old sidewheel steamship *California*, Captain Budd. In the spring of 1853 he sailed on the steamer *J. C. Fremont* for Portland, from there going up the Cowlitz River with an officer of the Hudson's Bay Company in an Indian canoe, and thence overland to Olympia, where he engaged in the general merchandise and express business, and constructed the schooner *Emily F. Parker*, trading with her on the sound between Olympia, then a very small settlement, and Fraser River. In 1855 and 1856 he was master and part owner of the iron screw steamer *Traveler*, at that time the only American steamer on Puget Sound. Since then Captain Parker has officiated as master, pilot or purser on the pioneer steamers *Alida*, *Isabel*, *North Pacific*, *Messenger* and *Daisy*. He sold out his steamboat interests in 1887 to his sons Gilmore and Herbert, skillful masters and pilots on Puget Sound and its tributaries.

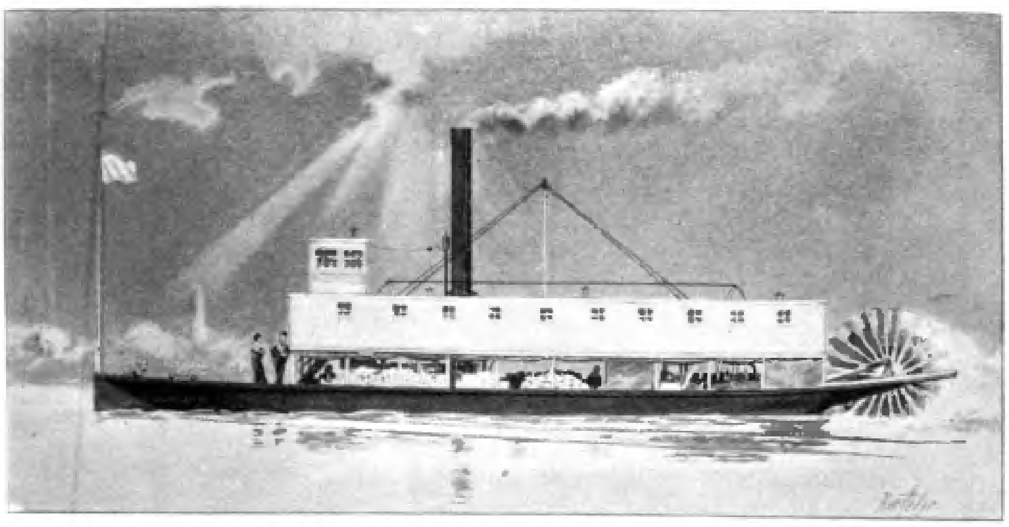
[2] William N. Horton was born in New York in 1831. He became an engineer on the Mississippi steamers, running to New Orleans, and in 1849 joined the rush of gold-seekers to California. In 1852 he removed to Oregon, where he was engaged as engineer on the pioneer steamers *Lot Whitcomb* and *Fashion*. In 1855 he went to San Francisco with Capt. J. G. Parker, returning with him to the Sound on the propeller *Traveler*, on which he was employed for a number of years, finally purchasing the vessel. After the loss of the *Traveler* he was employed on the steamers *New World*, *Eliza Anderson*, *Wilson G. Hunt*, and various others. He died at Olympia, March 18, 1887.

while *en route* from Port Townsend to Port Gamble, in command of Captain Slater. Five persons were lost with the steamer (see wreck of *Traveler*, 1858). Following the *Traveler* on these waters came the *Water Lily*, a small sidewheeler built in San Francisco in 1853 and transported to the Sound on the deck of a ship. The *Water Lily* was only forty-nine feet long with eight feet beam and four feet hold, and was so slow and frail that she seldom wandered far from Steilacoom and Olympia, although her owners, Hunt & Scranton, had purchased the steamer for the route formerly traversed by the *Major Tompkins*. Almost contemporaneously with the advent of the *Water Lily*, another infantile steamboat named the *Daniel Webster* made her appearance. She was built in New York in 1852, and on coming to the Sound was reconstructed by Capt. Wm. Webster, master and owner.

WILLIAM N. HORTON

The threatened Indian outbreak on Puget Sound in 1855 was the means of hastening several Government vessels to the scene of the expected hostilities. Among the fleet were the United States steamship *Massachusetts*, Captain Meade, the sloop-of-war *Decatur*, and the revenue cutter *Jeff Davis*. The *Massachusetts*, which in those days was regarded as an extensive piece of marine architecture, was one hundred and sixty-one feet long, thirty-one feet beam, twenty feet hold, and registered seven hundred and seventy-nine tons. The *Beaver* and her recently acquired helper, the *Otter*, were kept busy on the British side of the line looking after the growing interests of the Hudson's Bay Company, and incidentally towing any vessel which happened to be in need of their services, irrespective of the flag under which they sailed. All of the Hudson's Bay ships arriving from England brought colonists, and trade was flourishing on sea and shore.

On the Columbia and Willamette few additions were made to the steam fleet, except on the middle river, on which were the steamers *Allan*, Captain Gladwell, the *Mary*, Captain Baughman, and the *Wasco*, built by Put Bradford, to connect with the *Fashion* for Portland. The expected arrival of the *Wasco* on the scene evidently had a bad effect on freight charges, for the old lines announced in July that rates would be reduced to thirty dollars per ton to The Dalles, which was considered very low in those days of limited facilities and crude transportation methods. Below the Cascades the *Belle*, *Fashion* and *Eagle* were running to Portland, and the *Multnomah* had almost a monopoly of the Astoria trade. The *Jennie Clark*, Captain Ainsworth, and the *Portland*, Captain Murray, were on the Oregon City route, and above the falls the *Canemah* was running to Salem in command of Captain Cole, with George Pease, pilot. During the summer Captain Pease assisted Captain Cole in effecting the first steamboat combination on the Willamette. There were three steamers above the falls, the *Canemah*, *Hoosier* and *Franklin*. John Zumwalt, who owned the *Hoosier*, had the mail contract, and, in order to dispose of this latter vessel, the *Canemah* carried the mail free on condition that Zumwalt would lay the *Hoosier* up. The pool was completed by tying the *Franklin* up and giving her owners an equal share in the proceeds of the traffic. The *Gazelle*, which blew up the year before, was bought and taken below the falls by Murray and Hoyt, and rebuilt for the Astoria and Cowlitz trade. She was first called the *Sarah Hoyt*, but her name was soon changed to the *Señorita*.



WILLAMETTE AND FRASER RIVER STEAMER "ENTERPRISE"

The steamer *Enterprise*, which in after years was distinguished from the other *Enterprises* by the name *Tom Wright's Enterprise*, was built by Capt. Archibald Jamieson, Captain Murray, Amory Holbrook and John Torrence, in the fall of 1855, for the Willamette trade. She was an open hull boat, 115 feet long by 20 feet beam, and was driven by 12 x 48 inch engines. Her officers on the first trip to Corvallis were: Jamieson, captain; Chandler, purser; and Torrence, engineer. George Pease was afterward employed as pilot, and John Marshall,[3] engineer. She ran between Oregon City, Canemah and Corvallis until 1858, and in July of that year was bought by Capt. Tom Wright, who lined her over the falls and took her to the Fraser River. She left Astoria in tow of the regular steamship, but was so terribly racked in crossing out that she began leaking, and it was only by the merest chance that they got her back into shallow water at Astoria before she sank. She was raised and repaired, and started again in August, this time in tow of the steamship *Pacific*, for Victoria. From the time the *Enterprise* was placed on the Fraser, on which she was the fourth steamer, she coined money; but the spirit of conquest, ever strong in the redoubtable "Captain Tom," induced him to take her to Gray's Harbor. After nearly losing her before passing Cape Flattery, he succeeded in entering the harbor. She sank three times before finally reaching the headwaters of the Chehalis, and after all found but five settlers on the river to support a boat. They charged him fifty dollars for a few vegetables, butter and eggs, and, as soon as he could recover himself sufficiently to speak, he expressed his opinion of steamboating on the Chehalis, tied the boat up and returned to the Sound. The following spring he had an opportunity to recover most of his money by taking Government troops and supplies down the river at high water; but, as the old steamer was too frail to be removed to a route where there was business, she was dismantled a few miles below Skookum Chuck and the machinery sent to China.

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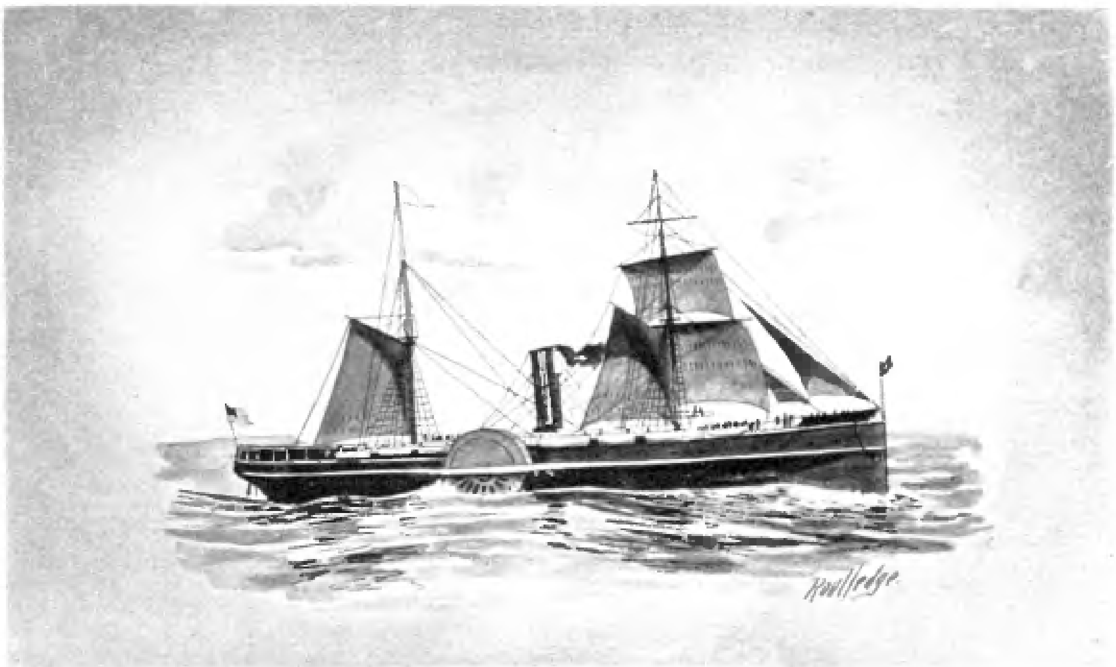
[3] John Marshall, who succeeded John Torrence as engineer on the *Enterprise*, has seen as much continuous service on the Willamette and Columbia rivers as any engineer now living. After leaving the *Enterprise* he was interested with Captain Sweitzer and others in building the *Elk*, on which he ran as engineer, leaving her to join the *Express* with Capt. James Strang, afterward going to the *Carrie Ladd* with him. In 1863 he was on the *John H. Couch* and the *Julia* on the Astoria route with Captains Holman and Wolf, and subsequently on various steamers, among which were the *Okanogan*, Captain Strang; *Senator*, Capt. Charles Kellogg; *Alice*, Capt. Miles Bell; *Governor Grover*, Capt. James Wilson; *Willamette Chief*, Captain Baughman; *Wide West*, Captain Wolf; *Bonita*, Capt. Gus Pillsbury; and *Hassalo*, Capt. L. A. Bailey.

JOHN MARSHALL

The old *Columbia* continued to be the regular steamship between San Francisco and Northern ports, touching at Crescent City, Port Orford and Trinidad, but during the year 1855 she was reinforced for a few trips by the *Republic* and the sidewheeler *California*,[4] the latter being the first steamship built for the Oregon trade, and the first American steamship that entered the Pacific. With Capt. William Dall and Chief Engineer Hagan in charge, she was dispatched to Fort Vancouver in November with troops to assist in quieting the Indian troubles. One of the boilers becoming disabled while on the Columbia bar, the steam ran down and the vessel narrowly escaped drifting into the breakers. In the midst of these troubles a fire started near a quantity of powder and was extinguished with great difficulty. The steamer reached Vancouver, where another company of soldiers joined her, and sailed for Steilacoom. After discharging cargo and passengers she proceeded to San Francisco, making one of the longest steamship trips on record. She encountered a terrible storm off Cape Flattery, in which the second mate was washed overboard, and her engines were disabled, compelling her to proceed to San Francisco under sail, arriving twenty-seven days after leaving the Sound. Her long absence created but little comment,



STEAMSHIP "CALIFORNIA"
First American steamship to round the Horn.—From a photo taken in 1872

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[4] The steamship *California*, which was on the Northern route in 1855, was the first American steamship to double Cape Horn, and was on the stocks in New York before gold was discovered in California. With the *Oregon* and *Panama*, she had been intended to carry passengers and mail between the Columbia River and the Isthmus in the service of the Pacific Mail Steamship Company, then newly organized, San Francisco being at that time almost an unknown factor in Pacific Coast marine business. The three vessels were built at about the same time under the supervision of Capt. William Skiddle, a naval constructor in the employ of the United States Government, and, while the *California* was yet unfinished, her owners, who were not very wealthy, saw that they would be unable to complete her, and asked aid from Congress. The request was granted on condition that the steamers could be used by the Government for war purposes in case the emergency should arise, and with this understanding some alterations were made, nothing but live-oak being used in the hull, and she was strengthened throughout. The *Panama* was the first of the fleet to leave for California, but she broke down before going far and was obliged to return for repairs. In the meantime the *California* had started, and while she was on her way round the Horn the gold fever broke out, news of the wonderful discoveries reaching New York soon after her departure and sending a large number of adventurers to Panama to await the arrival of the *California* on the Pacific side. When she reached the Isthmus she found a crowd large enough for several steamers of her size, and fabulous prices were paid for even a few feet of deck space on board. On February 1, 1849, the steamer came through the Heads at San Francisco. She ran but little on the route for which she had been intended, but continued to run to Panama for nearly twenty years, with occasional trips North. Among the captains who commanded her in the Northern trade were Dall, Whiting, Whitney, Thorn, Hewitt, Gregory, Rogers, Hayes, and Hornsby. Her dimensions were: length, 225 feet; beam, 31 feet; depth of hold, 18 feet. She made her last trip as a steamer in 1874, taking the pioneers who came out with her on her first voyage for an excursion about the Bay of San Francisco. Soon after this she was rigged as a sailing vessel and operated in the lumber trade, making her last trip from Port Hadlock in the fall of 1894, and early in 1895 was reported ashore on the coast of South America, with a poor prospect of being saved.

until she reported at San Francisco, as, in the absence of telegraphic or other means of communication, those interested in her welfare supposed that she was still waiting orders from the Government at some Northern port. The steamship *America*,[5] which had been running the preceding year, was also pressed into service by the War Department, and in June started for Portland with 132 soldiers. She ran into Crescent City to discharge some freight, and while lying there an incendiary fire started in the coal bunkers. Before it could be extinguished the vessel was so badly damaged that she became a total loss. She was owned at the time by John T. Wright, and was in charge of Capt. A. G. Jones and Engineer Clayton. Patrick Moran,[6] the veteran steward, was also one of her crew. Wright placed his loss at $140,000, with no insurance, and as soon as the news of the disaster reached San Francisco he dispatched the old *Goliah* to complete the voyage.

Patrick Moran

The steamer *Otter* made occasional trips to San Francisco from Victoria, carrying a few tons of produce and filling up with coal, which, however, was not easy to dispose of in the Bay City owing to the twenty per cent duty. The Nanaimo mine shipped nearly 2,000 tons during the year, the British bark *Colinda* taking the largest cargo, about 750 tons, while the Hamburg brig *Rose* took 330, and the brig *Sarah McFarlane* 160 tons. The coal mines on the American side, especially those at Coos Bay, also shipped several cargoes, the steamer *Humboldt*, the bark *Success*, and the brigs *S. R. Jackson*, *Glencoe* and *Quadratus*, carrying the black diamonds to San Francisco, and the schooner *Nelly* and another vessel from Coos Bay to Portland. The barks *Nahumkeag* and *A. A. Eldridge* ran for a while in the Bellingham Bay coal trade. Other sailing vessels from San Francisco to Coos Bay were the schooners *Astoria, Loo Choo, Rambler* and *Reindeer;* and the Shoalwater Bay fleet included the schooners *Exact, Empire, Equity, Alfred Adams, Mary Taylor* and *Maryland*, the last named meeting with an accident in December, by which the captain, E. P. Baker, and the cook, Morse, lost their lives; and the vessel was towed back to San Francisco dismasted.

The schooner *J. R. Whiting* sailed from Portland in March with 110,000 feet of lumber, 75,000 shingles, and 30 tons of flour and potatoes, shipped by Lot Whitcomb, who went with her. Leonard & Green purchased the brig *Orbit* and operated her in the Sandwich Island and China trade, where she ran for several years in command of M. C. Erskine. The other vessels of the coasting fleet running to the Columbia were about the same in name and number as in the preceding year. The bark *Live Yankee* sailed from Puget Sound for China laden with lumber, and the fleet engaged in this trade between San Francisco and Puget Sound ports included the barks *Brontes*, *Mary Melville*, *Madonna*, *Sarah Warren*, *Carib*, the brigs *J. B. Brown*, *Consort*, *Leonosa*, *Franklin Adams*, *Halcyon*, *Merchantman*, *Wellingsby*, *Glencoe*, *E. D. Wolf*, and the ship *Zenobia*, the latter making two trips from Alaska to San Francisco with ice. Tillamook came to the front with a home-built schooner, the *Morning Star*,[7] which made her first trip to the Columbia in February. Another small schooner was constructed at Port Ludlow and christened the *Moses Toner*.[8] From Victoria the Hudson's Bay Company dispatched their schooner *Recovery* with a cargo of salt salmon for the Sandwich Islands.

Asa A. McCully

David McCully

Among the disasters in addition to those occurring to the steam fleet were the loss of the brig *Detroit*[9] on Clatsop Spit and the schooner *Loo Choo*[10] at the mouth of the Umpqua. The brig *Hodgdon* sailed away from Puget Sound in the fall, and her name is still on the long list of vessels which have never been heard of since. She was destined for San Francisco, and left the Sound about the right time to catch the full force of the gale which disabled and nearly wrecked the steamship *California*. In July the Hawaiian bark *Louika*, Captain Wilfong, went ashore on San Juan Island, becoming a total loss. The steamer *Major Tompkins*, irreverently called "Pumpkins," left Olympia on her last trip at 2:00 P. M., February 8, 1855, and, from entries in her log, time does not appear to have been much of an object. She arrived at Steilacoom at 5:00 P. M. and left there at 9:00 A. M. on the ninth, arriving at Seattle at 2:00 P. M.; left Seattle at 10:00 P. M. and arrived at Port Townsend at 3:00 A. M. on the tenth; left Port Townsend at 2:00 P. M. for Victoria, calling at Whidby Island, where Colonel Ebey was landed. On getting away from the island she encountered a squall and turned back for Port Townsend, but, the wind abating, again headed for Victoria. At 11:00 P. M. the captain believed that he was in the vicinity of Esquimalt and started to run in, but before he had proceeded far observed breakers ahead. The anchor was immediately let go but would not hold, and the vessel dragged toward the rocks, upon which she finally struck. The passengers and crew at once scrambled on to the ledge, which in places projected above the water, in order to escape the fury of the waves, and not a moment too soon, for the next sea destroyed the deck-house and swept it away. All hands reached shore without difficulty, arriving at Victoria at 2:00 P. M., when those who so desired were returned to the American side by the steamer *Beaver* the following day.

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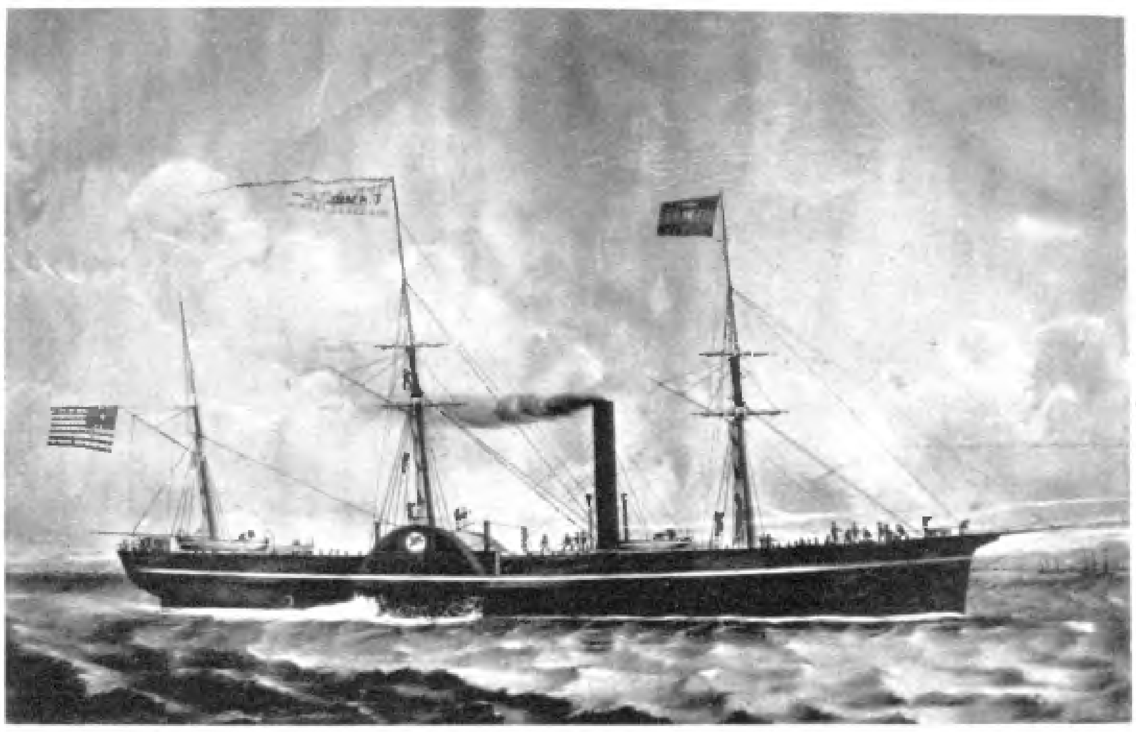
[5] The *America*, which arrived at San Francisco in 1854, was a new vessel, built, about two years before her final disaster, in a very substantial manner of seasoned white oak, chestnut, cedar and locust. She ran north for several months that year and was afterward on the southern route, frequently changing hands. She was 215 feet long, 32 feet beam, and 18 feet hold, with engines 50 x 120 inches. After the disaster an attempt was made to get the steamer back to San Francisco, but it proved a failure, and she became a total loss.

[6] Patrick Moran, probably the oldest living steward in the Northwest, was one of the crew of the *America*. He was born in Ireland in 1833. After the burning of the *America* he ran for a while on the *Sea Bird*, then on the old *Commodore*, which afterward became the *Brother Jonathan*, and subsequently on the *Pacific*, *Mountain Buck*, *Uncle Sam*, *Colorado*, and the new *America*, which was running to Panama and China. At the time of the Cariboo excitement he went to the mines, remaining three years. Returning he served on the Pacific Mail steamers two years, then went on the steamers *George S. Wright* and *Gussie Telfair*, and remained with them until 1870, when he entered the employ of the Oregon Steam Navigation Company. Since then, with the exception of about three years, he has been steward on the various steamers of that company and its successors. At present he is employed on the *T. J. Potter*.

[7] The schooner *Morning Star*, which was launched at Tillamook this year, was a vessel of 30 tons register. She was 38 feet long, 14 feet beam, and 5 feet 6 inches hold, and was built by C. W. Hendrickson, her master, Oved Thomas, and Peter Morgan, each of whom owned a third interest. The following year she became the property of Leonard & Green, by whom she was sold a few years later to Olympia parties.

[8] The schooner *Moses Toner*, built at Port Ludlow, was a small craft, being only 38 feet long, with 10 feet beam. She was sailed by her master and builder, Moses G. Toner, and enjoyed a lucrative business trading on the Sound.

The year 1856 witnessed no great changes in the marine business, and but few additions were made to the fleet of steam and sailing craft. Coos Bay rejoiced over the completion of the first vessel built in Oregon south of the Columbia River. This was a small schooner called the *Umpqua*. She was launched at Scottsburg, and Captain Hinsdale, who a few years before had inaugurated steamboating in that section with the *Washington*, was in command. The *Umpqua* engaged in the coasting trade, and was a handy little vessel, making quick and profitable trips to the Bay City. Another marine event of considerable importance at Coos Bay was a visit from the steamer *Newport*, a small propeller, which afterward made several trips between the Oregon port and San Francisco, carrying coal from the mines then operated by Flanagan & Mann, and at present owned by Goodall, Perkins & Co.



STEAMSHIP "OREGON"
Second American Steamship to Round the Horn

The field for steamboating on the upper Willamette was enlarged considerably by the steamer *James Clinton*[11] extending her trips to Eugene City. None of the steamers prior to this had attempted to go much above Corvallis. The *Clinton* arrived at Eugene, March 12th, having been three days on the way from Corvallis. Time, however, did not cut so much of a figure then as now; beside, the citizens of Eugene had promised to purchase $5,000 worth of stock in the steamer when she reached there, and it is altogether probable that Captain Cochran would have taken her through if it had required three weeks instead of three days. Indirectly this trip of the

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[9] The brig *Detroit* sailed from Astoria for San Francisco, December 25, 1855, and in passing out of the river missed the channel and struck heavily on the sands, but finally reached deep water. In twenty minutes her hold filled to a depth of seven feet. The frightened crew refused to work, and the pilot boat *California* having been close at hand they were taken aboard and carried to Astoria. Before leaving the vessel her yards were squared up for shore and the helm lashed. In this manner the bark sailed about the offing for twenty-four hours, finally going ashore near Tillamook head, where James Cook of Astoria wrecked her. The *Detroit* was built in Guilford, Conn., in 1836, and registered one hundred and forty-one tons. Her dimensions were: length, 84 feet; beam, 21 feet; depth of hold, 9 feet.

[10] The schooner *Loo Choo*, owned and sailed by Captain Hughes, *en route* from San Francisco with a cargo of general merchandise, arrived off the Umpqua, July 15th, and started to sail in. Just after passing the south spit the wind died out, and the schooner drifted back on the spit. Most of the cargo was saved at low water in a damaged condition, but the vessel was almost a total loss, the wreck selling at auction for four hundred and sixty-five dollars. There was no insurance on vessel or cargo.

[11] The *James Clinton* was built at Canemah by Captain Cassidy, Capt. John Gibson and Captain Cochran, who constructed the steamer *Surprise* the following year to complete their transportation line. The *Clinton* was commanded by Cochran and Gibson and was not a very good boat, but, having been the first steamer to ascend the Willamette as far as Eugene, she has always been the center of considerable interest. After running a short time she was dismantled and the engines sent to Coos Bay and placed in the *Satellite*.

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Clinton was destined to be of great importance to the Willamette Valley, as the ultimate organization of the People's Transportation Company was the consummation of plans laid by the McCullys when they secured the *Clinton* for the upper river trade. The McCullys were engaged in the mercantile business at Harrisburg, and could not induce Captain Jamieson to run the *Enterprise* farther up than New Orleans (a point near where Corvallis now stands), necessitating a long haul by ox-teams over rough trails before the goods could be laid down at the store. The *Clinton* was running on the Yamhill route, and, when David McCully interviewed Captain Cochran, he agreed to make the change if the citizens of Harrisburg and Eugene would subscribe a certain amount of stock. This was quickly taken, and, as each of the numerous holders did considerable shipping on their own account, the *Clinton* enjoyed a good business, which increased as other steamers were added to the line, and the final organization of the People's Transportation Company was made easy. The advent of the *Clinton* and the return of the *Franklin* from her subsidized retirement apparently did not affect freight rates on the Willamette, for they continued nearly as high as they had been years before, when Captains George Pease and J. D. Miller carried all of the grain down the river in flatboats propelled by Indians. As a reminder of the old steamer *Canemah*, a pioneer resident of Corvallis still has in his possession a shipping receipt for two hundred bushels of wheat, which reads as follows :

> "Shipped in good order and well conditioned, on board the str. *Canemah*, at the port of Corvallis, this 22d day of May, 1856, by J. C. Avery & Co., the following named articles of freight, and numbered as in the margin, and to be delivered in like order and condition at the port of Canemah (the danger of river navigation, fire and unavoidable accidents only excepted), unto John McCaughin or assigns, he or they paying freight for the same at the rate of 20c per bushel."

George H. Knaggs

Captain Murray had been running the *Portland* in connection with the *Enterprise* as the Citizens' Line, but took her off the route in September to make a few trips to Astoria, replacing the *Multnomah*, which was laid up for repairs. On the return of the *Multnomah* the *Portland* was taken above the falls, and began running in charge of Jamieson, who afterward met a tragic death by going over the falls with the old steamer. The steamship *Oregon*[12] made several trips to the Columbia and Puget Sound this year. The steamship *Republic*, Isham, master, was also in the same service, while the old steamship *Columbia*, the pioneer in the trade, continued her semi-monthly trips in command of Dall. The terrors of navigation at the mouth of the Columbia were materially lessened by the completion of the lighthouse at Cape Disappointment, the light flashing for the first time October 15th, much to the satisfaction of pilots Cole, Hustler, Rogers and Crosby, who were still beating about the offing in the pilot boat *California*. The United States revenue cutters *Joe Lane* and *Jeff Davis*[13] were cruising in the Northwest, the former spending the most of the time in the Columbia and the latter on the Sound, where she remained until she was sold by the Government in 1862. The *Señorita*, which had risen from the ruins of the ill-fated *Gazelle*, was placed on the Cascade route in April, in command of Captain Wells, but, being deficient in power, was hauled off in November to be refitted. Above the Cascades the steamer *Mary*, Daniel Baughman, master, and George Knaggs,[14] purser, was making regular trips. Portland had by this time developed into so much of a city that, in November, Capt. James B. Stephens and a man named Frush established a horse ferry, running to the east side of the river. At Portland, Terrence Quinn built a small schooner called the *Calamet*,[15] which was placed in the Yaquina trade in command of Capt. John Harlow.

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[12] The steamship *Oregon*, which played a very important part in early navigation on the Coast, was built in New York in 1848, and came to the Pacific the following spring, arriving in San Francisco, March 31, 1849. She was 208 feet long, 33 feet 10 inches beam, and 20 feet hold. She had three masts, and, according to her custom-house register, was of 1,503 tons burden. Her first work on the Pacific was on the Panama route, where she remained several years, having been one of the pioneer vessels of the Pacific Mail Company. On the first trip to Vancouver and Portland in 1856 she was in command of Captain Lapidge. In 1858 Captain Patterson was in charge, and he was succeeded by W. H. Hudson, Francis Conner, H. J. Johnston, Chris and William Dall, Scholl, and others. During the Fraser River mining excitement the old steamer made a fortune for the owners nearly every trip, carrying frequently from 500 to 700 passengers. In 1866 the *Oregon* was running south from San Francisco in command of Dall, and in May collided with and sank a British bark in the Gulf of California. When Ben Holladay embarked in the steamship business in the sixties, the steamer became his property, and he kept her moving until 1869, when he sold to Adams & Blinn, the Seabeck millmen, who removed the machinery and converted the steamer into a lumber bark, continuing her in the coasting trade for many years before she was finally laid up. The old *Oregon* will live long in the hearts of the California pioneers as the steamer which brought the first mail from the Atlantic States. She carried 350 passengers on the initial voyage, most of whom left her at Aspinwall, and, crossing the Isthmus, joined the steamer again at Panama. The *Oregon* was preceded by the old *California* and followed by the *Panama*, all three having been built for the Pacific Coast trade before the discovery of gold was made known in the East.

[13] The *Jeff Davis* was sold in 1862 to Grennen & Craney of Utsalady for $2,920. They refitted and sent her to China, carrying as cargo a flat-bottomed sternwheeler, which was to be supplied with the engines from Tom Wright's old *Enterprise*, dismantled on the Chehalis.

[14] George H. Knaggs, who was purser on the steamer *Mary* in 1856, is the best known of any of the old Oregon Steam Navigation force on the middle and upper river. He began steamboating when a boy on the Mississippi, between St. Louis and New Orleans, serving as clerk, and afterward running between St. Louis and Keokuk in the same capacity. On coming to the Pacific Coast, in 1856, he obtained a position on the middle river as purser on the steamer *Mary*, going subsequently to the old *Hassalo* and *Idaho*. Although serving most of the time as purser, he made occasional special trips as master, and followed his vocation on the steamers *Oneonta*, *Daisv Ainsworth*, *Mountain Queen* and *R. R. Thompson* on the middle river and on most of

The Indian troubles on the Columbia River and Puget Sound rendered the presence of an increased number of troops a necessity, and the ocean steamships and river steamers were busy transporting them from one part of the country to the other. Steilacoom was the headquarters for the Sound, and the *Republic* and *California* made several trips to this point on Government business. Governor Douglas of Victoria kindly placed the steamship *Beaver* at the disposal of the American authorities, and she was under orders from the Governor of Washington Territory until the excitement abated. The bark *Brontes* was loading piles at Seattle when the Indians made a savage attack on the citizens of that place, and she was obliged to suspend operations to afford shelter to the terror-stricken people and their effects, which they dared not leave on shore. On the middle Columbia, steamboating was a hazardous business for a few weeks. Swarms of hostile savages along the river fired on the passing steamers, making life decidedly unpleasant for those on board. The *Mary*, in command of Capt. Dan Baughman, met with the warmest reception at the hands of the redskins, and it was by the merest chance that she escaped falling into their hands (see steamer *Mary*, 1854). While the skirmish was in progress at the Cascades, the steamer *Jennie Clark* made the run from that point to Portland in four hours and forty-five minutes, a speed which was considered remarkable at that period. The United States fleet attracted to the Sound by the Indian war included the revenue cutter *Jeff Davis*, the steamers *John Hancock*, *Massachusetts* and *Active*, and the sloop-of-war *Decatur*, the latter vessel taking the more prominent part in the battles between the Indians and the whites. The *Decatur* was officered as follows: J. S. Sterret, commander; T. G. Dalles, master; E. Middleton, A. K. Hughes, A. J. Drake, T. S. Phelps, lieutenants; J. J. Jones, purser.

In the coasting trade nearly all of the old-timers and a few new sailing vessels were engaged. Running to the Columbia River were the barks *Chas. Devens*, Haley, master; *Nahumkeag*, Williams; *Emily Minor*,[16] Staples *Sam Merritt*,[17] Gove; *Iwanowna*, Dryden; *Ocean Bird*, Wiggins; *Metropolis*, Preston; *New World*, Libby; *Desdemona*, Slocum; brigs *Halcyon*, Captain Flavel; *Susan Abigal*, Stannard; *Francisco*, Smith; *Colorado*, Smith; *Curacoa*, Davenport; schooners *Matthew Vassar*, Dodge; *J. R. Whiting*, Blair; *Quadratus*, Henderson. In the Sound lumber traffic was a large fleet of coasters, Keller's Mills alone furnishing fifty-two cargoes, and several vessels loaded for foreign ports. Among the fleet thus engaged were the following well-known vessels and masters: Barks *Ork*,[18] Oakes, master; *Jenny Ford*, Sargent; *Madonna*, Boyce; *Carib*, Rand; *America*, Sparrow; *Ella Francis*, Mitchell; brigs *Glencoe*, Carleton; *George Emory*, Trask; *Consort*, Bailey; *Swiss Boy*, Knipe; *Merchantman*, Pray; *Cyrus*, Smith; *Willimantic*, Boyling; schooners *San Diego*, Crofton; and *L. P. Foster*, Johnson. Coal formed the principal freight from Coos Bay, and was sold for $16 per ton in San Francisco. The brigs *Fawn*, Bunker, master; *S. R. Jackson*, Simmons; *J. B. Brown*, Higgins; and the bark *Chase*, Captain Harris, were in this trade; and the schooners *Palestine*, Redfield, master, and *Umpqua*, Jones, master, were running to the Umpqua. In the oyster business between Shoalwater Bay and San Francisco were the schooners *Equity*,[19] Morgan, master; *Fanny Piper*, Allen; *Maryland*, Bushman; and *Pontiac*, Lemman. Among the numerous foreign vessels coming to the Sound for cargoes was the Dutch ship *Williamsburg*, which loaded spars for the French Navy. The cargo was secured at McDonough's Island, opposite Penn's Cove, and included one hundred spars from 80 to 120 feet in length, and measuring from thirty inches to forty-three inches in diameter. A local

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the company's steamers on the upper river. For a period of five years he was agent for the Oregon Steam Navigation Company at Lewiston, and for one year was in charge of its affairs at Lake Pen d'Oreille. He retired from the river several years ago, but his name will always be associated with the golden days of steamboating on the Columbia, before railroads revolutionized men and methods.

[15] The schooner *Calamet*, built in East Portland in 1856, was a small vessel of about 35 tons burden, and is credited with having been the first vessel to enter Yaquina Bay. She was owned by Capt. John Harlow, her first master, J. C. Ainsworth, George Abernethy, and B. Jennings. The initial trip was successful, but on her return she was put in command of Captain Tichnor, who made a trip to the Siletz, where she went ashore and was abandoned. The schooner was afterward righted, taken to Portland in the spring of 1857, repaired, and sold to Alexander Dodge, Henry Fuller, Charles P. Stewart, James O'Neill, and John A. Hayward, who became master. In October she drifted ashore at Yaquina, and, after vainly trying to pull her into deep water, Capt. Thomas Mountain was given charge. He placed rollers under the vessel and wheeled and rolled her 2,100 yards to the Yaquina River, where she was launched November 29th, and sailed for the Columbia, December 2d. She anchored in Baker's Bay leaking so badly that the pilot boat *California* went alongside to pump her out. On arrival at Portland the schooner was bought by Capt. Alexander Dodge and operated in the Shoalwater Bay trade, occasionally going to Gray's Harbor. While coming from the bay in 1860 the *Calamet* was lost at sea, and no trace was ever discovered of vessel or crew.

[16] The bark *Emily Minor* was built in New London, Conn., in 1848, was 109 feet long, 27 feet beam and 13 feet hold, and registered 363 tons. Capt. George W. Staples, who was in command, was afterward master on steamers running north from San Francisco. He met with a tragic death in Portland during the war, being shot by a gambler named Fred Patterson.

[17] The bark *Sam Merritt* was for many years a regular visitor to the Columbia River and to Puget Sound ports. After Gove left her she was commanded by Williams and Wiggins and continued running until 1866, when the steamers drove her from the coasting service, and she was sold to enter the Honolulu trade.

[18] The bark *Ork*, which had been running to the Northwest since 1850, was a very fast sailer and made some rattling passages between San Francisco and Puget Sound ports. She came out from New York in 1850 with a cargo of flour, making the run in 120 days in command of Captain Hutchins. She was afterward in charge of Capt. A. Y. Trask, Captains Lamb, Frank, Oakes and others.

[19] The schooner *Equity* was a venerable craft when her new owners bought her. She was built at Brockhaven, N. Y., in 1835. Her dimensions were: length, 67 feet; beam, 21 feet; depth, 7 feet; tonnage, 89. After coming out from the East she ran north from San Francisco until 1856, when she was sold to J. L. Morgan, her master, Mark Winant, Richard J. Willard, and Samuel Winant, all residing at Shoalwater Bay.

newspaper, in announcing the departure of the ship for Toulon in November, said, "The carpenter was compelled to mutilate the vessel in a shocking manner in order to get such huge timbers on board."

At Port Orchard the schooner *I. I. Stevens*,[20] which afterward attained considerable celebrity during the Indian war, was launched, and Tillamook came to the front with another, the *Gull*.[21] At Victoria several war vessels rendezvoused, and made a number of cruises in the North Pacific Ocean in search of unprotected Russian vessels that might be at large. The British frigate *Amphitrite* sighted a couple of Russian clippers, the *Kameschatke* and the *St. Nicholas*, and chased them into San Francisco harbor, then hovered around outside endeavoring to coax them out. They made one attempt to steal away, but the Britisher was too quick for them, and they hurried back. The Crimean War lasted so long that they were finally sold to pay their debts in port.

CAPT. A. B. GOVE

Four well known coasters met with disaster in 1856. The schooner *Charlotte*, Captain Owens, while in the California coasting trade, came to a sudden end February 5th in attempting to sail into Klamath River. She struck on the bar and soon broke up. Both vessel and cargo were lost. The bark *John C. Fremont*, owned by Wetherbee & Talbot of San Francisco, in command of Captain Johnson, formerly of the schooner *L. P. Foster*, was wrecked on Christmas Island, November 23d, while *en route* from Puget Sound with a cargo of lumber for Australia, becoming a total loss. The brig *Fawn*, Captain Bunker, from San Francisco for Coos Bay, was dismasted in a southwest gale off Cape Perpetua, November 21st, the mate and three seamen losing their lives. The captain, four of the crew and three passengers were rescued by Indians in canoes before she struck. The accident happened at six o'clock in the evening, and at midnight the brig drifted ashore and was completely destroyed. The vessel was owned by the captain and a man named Macey, and contained quite a valuable cargo, none of which was saved. A wreck which left a lasting monument to mark the spot on which it occurred was that of the bark *Desdemona*, which went ashore just inside the Columbia bar, on the sands which now bear her name. The *Desdemona*, one of the pioneer coasters in the Northern trade, first crossed into the Columbia in 1851 for Abernethy & Clark, in command of Abel Richardson. She was built at Jonesboro, Me., in 1847, and was 104 feet long, 25 feet beam, and 12 feet 7 inches hold. Abernethy sold her in August, 1851, to Thomas Smith, but she continued making regular trips, most of the time in command of Henry Farley. At the time of the disaster she was in charge of Capt. Francis Williams, who was attempting to sail in without a pilot. She was loaded heavily with a general cargo, and came in with a fair wind and flood tide. The Captain afterward stated that the lower buoy was adrift, and for that reason he stood right up for Astoria, looking for it until he brought up on the sands. The bark lay quite easy and did not begin bumping for twenty-five hours after she struck. The Captain then went to Astoria for assistance, securing some men from W. W. Parker's sawmill, but when they reached the vessel she had bilged and was beyond relief. The revenue cutter *Joe Lane* had previously tried to get her afloat without success. As much of the cargo as it was possible to save was placed on lighters and taken to Astoria. The crew stayed by until the 3d of January, when they were taken off by the pilot boat, with their luggage. On the fifth they returned with a scow for another load, and, while towing it to Raymond's Creek, the scow swamped, carrying down George Cartland, the rest of the crew narrowly escaping with their lives. The following day the *Desdemona* was left to her fate. The wreck was sold to Moses Rogers for $215, and he removed everything that could be taken from the hull. The timbers of the old vessel remained in sight for many years, furnishing a designation for the obstructing sands, which prior to this disaster had been nameless. William Lewis,[22] at the present time engineer on the Kalama railroad ferry, was among the crew of the *Desdemona* when she was wrecked.

CAPT. THOS. HUNTINGTON

CAPT. FRANCIS CONNER

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[20] The schooner *I. I. Stevens* was built by William Renton, Edward Howard, and William Fitzpatrick, the latter being the first master of the vessel. She was 41 feet long, 14 feet beam, 5 feet hold, and registered 23 tons.

[21] The schooner *Gull* was of but twelve tons burden, being 34 feet long with 11 feet beam. She was built by a company of Tillamook farmers headed by her master, Elbridge Trask, a well-known coasting captain. His associates were John Tripp, James Quick, James Higginbotham, O. S. Thomas, James Counts, Freeman Harris, Joseph S. Lyman, and George Weber.

[22] William Lewis was born in Scotland in 1836, and came to New York with his parents in 1841. After remaining there about six years he went to New Orleans and sailed to Havre and Bristol for a few years. In 1853 he rounded the Horn in the famous clipper *Flying Cloud*, and shortly afterward began running to Panama on the steamships *Golden Gate* and *Sonora*. After the wreck of the *Desdemona* he remained in Oregon a few months and then went to San Francisco and ran on the steamer *Oregon* to Mexican ports. In 1859 he returned to Oregon, and after a few months on the steamer *Mountain Buck* went to the mines. In 1862 he served on the

The year 1857 marked the beginning of an era of great activity in steam navigation in the Northwest. This marine "boom," as it might be called, did not get fairly under way until the mining excitement of 1858, but its growth began in 1857, and in the years immediately following it swelled into proportions that created princely fortunes for many a man who up to that time had contented himself with a roustabout's position.

Puget Sound secured steam transportation from a vessel which was a decided improvement on the mosquito fleet which had taken the place of the canoe and bateau. The newcomer was the steamer *Constitution*, purchased in San Francisco by the pioneer steamboat men, Hunt & Scranton, who had previously operated the *Major Tompkins* on the Sound. She began running on the Olympia-Victoria route soon after her arrival, Hunt serving as master, John L. Butler, pilot,[23] and Charles E. Williams of Olympia, purser. In spite of the fact that Scranton had the mail contract at $36.000 per year, owing to the heavy operating expense he could not make the steamer pay; and the following spring she was sold at Olympia by the United States Marshal for $10,500, Capt. A. B. Gove[24] being the purchaser. Gove took her to San Francisco, but the gold excitement of 1858 brought her back to the Sound, and she ran to the Fraser River until the fever abated. She was then taken below again and sold at auction for $9,000. The buyers dismantled the steamer and rigged her as a barkentine, operating her in the Puget Sound lumber trade, where she performed excellent work for many years. The steamer *Constitution* was a wooden propeller, built in New York in 1850 by the afterward famous lobbyist, Sam Ward, and Rodman M. Price, subsequently Governor of New Jersey. In 1851 they started her to the Pacific Coast, which at that time was the Mecca of steam and sailing craft which could not make a living elsewhere. The policy of the Pacific Mail at that time was to head off opposition as soon as it appeared, and they bought the *Constitution* before she reached Panama, taking possession at that port. They ran her as a spare boat on short trips out of San Francisco until 1856, when she was sold to Hunt, Scranton and Molthrop.

ADMIRAL JAMES PREVOST
H. M. S. "Satellite"

Another fine steamer, the *Sea Bird*, Captain Huntington,[25] was sent to the Sound on a reconnoitering voyage, but returned to San Francisco in the fall, calling at Portland on the down passage. She subsequently made a few trips from San Francisco to the Umpqua, where she was employed by the collector to buoy the entrance to the harbor, and while so engaged towed out several vessels. The *Sea Bird* was Eastern-built, coming to California in 1851, and was bought soon after her arrival by the Wrights, who ran her on the southern routes out of San Francisco, and in 1857 sent her to the Sound, where, however, she remained but a short time, returning again in 1858. The *Sea Bird* was the first steamer up the Fraser going as far as Murderer's Bar. She was then in command of Capt. Francis Conner, and soon after her advent on the river

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Dalles under Van Bergen, next on the *Iris*, and afterward followed his profession on the steamers *E. D. Baker*, *Independence*, *Jennie Clark*, *Enterprise*, *Multnomah*, *Echo*, *Rival*, *Cowlitz*, *Rescue*, *Couch*, *Julia*, *Owyhee*, *Nez Perce Chief*, *Okanogan*, *Yakima*, *Tenino*, *Spray*, *John Gates*, *Spokane*, *D. S. Baker*, *Harvest Queen*, *R. R. Thompson*, *Orient*, *Occident*, *Shoshone*, *Idaho*, *Champion*. *Bonanza*, *Willamette Chief*, *Governor Grover*, *Fannie Troup*, *Welcome*, *Alaskan*, *Olympian*, *T. J. Potter* and others.

[23] Capt. John L. Butler, who was mate and pilot on the steamer *Constitution*, was born in Boston in 1830. He began his career as mate on the Atlantic packets running out of New York and New Orleans. He came to San Francisco in 1849, and for a long time ran as mate on the Pacific Mail steamers to Panama, leaving them for a few months' service in the Chilean navy. After the *Constitution* left, he was mate on the *Eliza Anderson* for a while, and subsequently worked on the *Wilson G. Hunt*, *North Pacific*, *Olympia*, *Goliah*, and other historic Puget Sound steamers. He retired from the water several years ago, and died in Port Townsend in 1891.

[24] Capt. A. B. Gove of the steamer *Constitution* was born in Maine in 1826, and first went to sea on the *Atlantic*, serving until 1848, in which year he was mate of the brig *Logan*, lost in the Gulf Stream while *en route* to Cuba. The following season he joined a company of "forty-niners," who purchased the brig *G. W. Kendell* for a voyage to California, Gove coming out as mate. On arrival at San Francisco in 1850 he bought an interest in the *Kendell* with Dr. Samuel Merritt. After making two trips to the Columbia River he ran her to Puget Sound, trading for eight years. He was next in command of the bark *Sarah Warren*, remaining with her until along in the sixties, when Dr. Merritt brought out the barks *Sam Merritt* and *Live Yankee*. He made three voyages to China in the *Sam Merritt*. When Hunt and Scranton relinquished the Olympia and Victoria mail route, Captain Gove bought the steamer *Constitution* and ran her for three years, making several trips to San Francisco, finally selling her there. He next took command of the bark *Glimpse*, and stranded her at Clover Point, near Victoria. She was afterward floated and sold in Australia. In 1864 he brought the tug *Cyrus Walker* from San Francisco, operating her on the Sound for four years. He then went to San Francisco, where he was a bar pilot for two years, until a paralytic stroke forced him to retire. He is at present living at Oakland, Cal.

[25] Capt. Thomas Huntington, who commanded the *Sea Bird*, began life as clerk in a dry goods store in New York, and obtained his first taste of the sea in a voyage from New York to Rio in 1843 as a sailor in Howell & Aspinwall's line. In 1844 he shipped from New York on a four years' cruise to China, Peru, Mexico, and the Sandwich Islands, and on his return went to Antwerp as mate on an American ship. In August, 1848, he shipped as third officer on the steamship *Oregon*, bound for California, which sailed from New York, December 13, 1848, and arrived at San Francisco in April, 1849. Huntington went at once to the mines, but after remaining there for a few months returned to San Francisco and began running on the Sacramento River. In 1850 he made a few trips to Panama on the old steamship *Isthmus*, but left her to go as mate on the river steamer *Jenny Lind* with his cousin, Capt. Peter LaFevre. In 1853 he was mate on the *Pacific* with Captain Blethen, and in 1854 joined the *Sierra Nevada*. He went East in 1855, but returned in 1856, and after making a trip on the *Brother Jonathan* took command of the *Sierra Nevada*, leaving her to assume the same position on the *Surprise*, which he ran on the Fraser until relieved by the *Wilson G.*

grounded on a bar and remained there four months. On the first trip after her release she was burned (see 1858). The *Sea Bird* was a small sidewheeler of 450 tons burden, was 225 feet long, and about 110 horse-power. She consumed 240 days on the voyage from New York to the Coast, calling at thirteen ports between Bermuda and Monterey.

Capt. George Jerome

The Hudson's Bay Company's steamer *Otter*, in addition to her trading voyages, made several trips to Vancouver and Portland, and occasionally went to San Francisco to receive goods sent from England by way of the Bay City, always taking a partial load of coal when unable to secure a full cargo of produce. H. B. M. ship *Satellite*, Captain Prevost,[26] was stationed the greater part of the year at Esquimalt. She steamed to Steilacoom in July under orders in connection with the adjustment of the boundary dispute, arriving at Puget Sound's principal city on the morning of July 4th, and greeted its inhabitants and the United States steamship *Active* with a national salute.

On the Willamette the steamer *James Clinton* was reinforced by the *Surprise*, which was operated on the upper river by Theodore Wygant. The new steamer was built at Canemah by Cochran, Cassidy and Gibson, who also built the *James Clinton*. The *Surprise* was a well built sternwheeler, 130 feet long, 22 feet beam, 4 feet 6 inches hold, and registered 120 tons. Other partners in the boat were Theodore Wygant, afterward master, A. F. Hedges, W. C. Dement & Co., Charles C. Felton, J. Harding, and Robert Patton. The *Surprise* ran on the upper river until 1864, when the machinery was removed and placed in the People's Transportation Company's new steamer *Senator*, which blew up at Portland in 1875. Capt. James D. Miller built the *Hoosier No. 3* to ply on the Willamette. The boats bearing this name were not famous for quality, and the *No. 3* was no exception in this respect to those which had preceded her. She was a small sidewheeler, about 27 tons burden, run by a 6 x 20 engine which, geared three to one, moved a spur wheel which, after an almost indefinite distribution of power, finally moved two or three sets of cogs connected with the shaft. The dwellers along the banks of the Willamette, when the steamer was in the vicinity, always experienced the same sensation that Mark Twain did with the jack rabbit: "They could hear her buzz long after she had passed."

Another Willamette River venture this year was the building of the *Elk* by Capt. Chris Sweitzer,[27] F. X. Matthews, George Pease, and John Marshall. She was a small sternwheeler intended for the Yamhill trade, and has always been remembered by steamboat men because of the terrific explosion which sent most of the craft skyward at Davidson's Landing, one mile below the mouth of the Yamhill. Capt. George Jerome[28] was in command, William Smith, engineer, and Sebastian Miller, pilot. Captain Jerome was blown up in the air to such a height that it is averred that he looked through the top of the smokestack on his way

Capt. Thomas Wright

Hunt. He next took the *Cortez* on the Portland, Victoria and San Francisco route until 1859, when he ran the *Uncle Sam* to Panama and southern ports in opposition to the Pacific Mail steamers. When the competition ended he went East, but returned in 1861 and handled the *Columbia* and *Cortez* for Holladay and Flint. He resigned in 1862 and went East again, living in New York and St. Louis until 1879, and then returned to San Francisco, where he resided up to the time of his death.

[26] Admiral James C. Prevost, who was in command of the *Satellite*, was born in Hampshire, England, in 1820, and first came to the North Pacific as lieutenant on the frigate *Portland*, which his father commanded, in 1842. After that he made several trips back and forth, coming here in 1857 on the *Satellite* to look into the boundary question, and on his return to England appeared before King William as an important witness in the settlement of the dispute. He died in Victoria in 1892.

[27] Capt. Chris Sweitzer, who was one of the principal owners of the *Elk*, was a prominent figure in Willamette River transportation circles, but came to an untimely end in 1860, being one of those passengers who lost their lives on the steamship *Northerner* when she was wrecked near Cape Mendocino. At the time of his death he was negotiating a scheme for the navigation of the Tualitin River, having secured concessions from the State Legislature in connection with improvements to that stream.

[28] Capt. George Jerome was born in Stockport, N. Y., in 1823, and at the age of seventeen was sailing out of Atlantic ports in the coasting trade and to the West Indies. After following this branch of the marine business for several years, he came to California in 1849, remaining on the Sacramento River and in the mines until 1852, at which time he came to Oregon and began steamboating on the *Canemah*. Leaving the *Canemah* he found employment on the *Wallamet* until she was brought over the falls, being the only man on board when she made the perilous trip. He was next employed on the steamers *Onward*, *Surprise* and *Elk*, accompanying the boiler of the latter steamer in its celebrated flight skyward at the time of the explosion. Captain Jerome was in the employ of the People's Transportation Company during nearly the whole of its corporate existence, and during his forty years on the river ran nearly all of the time on the Willamette, spending the last fourteen years of his life on the Yamhill route in the service of the Oregon Railway & Navigation Company. He died in Portland in November, 1886.

down and saw "Bas" Miller sitting on the bank. He alighted in the top of a cottonwood, and for twenty years afterward pilots and captains on the Willamette took especial pains to point out this remarkable tree to tourists on the river. Fortunately, although several were injured, no one was killed by the finale of the *Elk*. Dr. Cardwell of Portland and Berryman Jennings were directly over the boiler, and, although the stove by which they were sitting was shattered, neither of the men were hurt.

A new line to The Dalles was established in 1857 by the steamer *Hassalo*, just completed on the middle river, and the steamer *Mountain Buck*, built at Portland to connect with her. The *Mountain Buck* left the city July 29th on her first trip, in command of Capt. Tom Wright.[29] Captain Baughman was in charge of the *Hassalo*, leaving the steamer *Mary* to assume this position. The *Mountain Buck* was a sidewheeler 133 feet long, 25 feet 4 inches beam, and 5 feet 6 inches hold. She was launched June 6th and began running on the Cascade route immediately. Her chief claim to distinction lies in the fact that she was one of the few boats that were originally taken into the Union Transportation Company or Oregon Steam Navigation Company. In the service of this big corporation she continued on the original route until 1864, when she was stripped of her machinery and left in the boneyard, where she was burned in October, 1865. John Wolf was on board a greater length of time than any other captain, and William Doran was among the best known of her engineers. The *Hassalo* was the first sternwheeler built at the Cascades, and was 135 feet long, 19 feet beam, and 5 feet hold. She made her initial trip in July, 1857, and while not very speedy was a serviceable boat. Her power consisted of the engines which were in the *Gazelle* at the time of the explosion at Canemah in 1854. These engines served for a time in the *Señorita*, but proving too small for that craft were turned over to the *Hassalo*. The steamer went into the Oregon Steam Navigation Company with the rest of the boats on the middle river at the time of the organization, and continued running until 1865, when she was laid up. Among the masters of the *Hassalo* were the Baughmans, McNulty, Van Pelt and Ainsworth.

WILLIAM DORAN

The steamer *Señorita*, which had been hauled off the preceding fall to receive more powerful machinery, appeared again on the river and ran to the Cascades part of the time, occasionally making trips on the Astoria route in place of the *Multnomah*. She was built from the wreck of the *Gazelle* and served more as a towboat than in any other capacity. After receiving new machinery she performed good service on the Columbia and was the first steamer that ever brought more than two vessels up from Astoria at one time. In October, 1858, in command of Captain Hoyt, she towed the bark *Ork*, brig *Francisco*, and the schooner *Rosaltha*, from Astoria to Portland without much difficulty. She was pretty badly shaken up on a trip to the Cascades in 1858, the hurricane deck being blown off and the steamer otherwise injured. Owing to this, and to the fact that she was so expensive to operate, the *Señorita* was shortly afterward sent to the boneyard.

CAPT. JAMES TURNBULL

Captains Turnbull[30] and Troup built a sidewheel steamer at Milwaukie for the Vancouver route which at that time was considered a very fine vessel. She was a rather small craft, but gave good service for many years. This steamer bore the name *Vancouver* and probably proved more profitable than any of the numerous namesakes which followed her. She was launched July 11th and made her trial trip November 13th. Her dimensions were: length, 84 feet; beam, 13 feet; with eight by forty-eight inch engines.

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[29] Capt. Thomas Wright was one of the three famous sons of the celebrated John T. Wright, a man whose name was equally well known on the Atlantic and Pacific coasts. Captain Tom was born in New York in 1828 and began his career as a sailor on the steamer *Savannah*, plying between New York and Southern ports, afterward serving on the steamer *New York*. His first command was on the Brazos River, where at the early age of sixteen years he was running the steamer *Leo*. In 1849 he came to the Pacific Coast in the steamer *West Point* with his brothers John T. and George S. Wright, both of whom afterward made fame and fortune in steamboating in the Northwest. At Panama the captain was discharged and Captain Tom brought her the remainder of the distance. After running with this steamer on the southern route for a while, Captain Wright took her to Honolulu, remaining there a year and then returning to American waters. River navigation had become tame for the Captain, and the *Mountain Buck* did not interest him long. He returned to San Francisco and made a few trips as purser on the old steamship *Commodore*. From there he went to the steamer *Enterprise*, with which he made several fortunes, or at least what would be called fortunes in the present state of steamboating. His next steamer was the *Diana*, with which he made considerable money carrying Government officials and freight about the Sound. When John T. Wright took the *Eliza Anderson* to the Sound, Capt. Tom Wright ran her for a while, and in after years, when the Oregon Railway & Navigation Company was in full power, he again resurrected the old steamer and ran her in opposition to the big corporation. He was doing very well, while the Oregon Railway & Navigation Company was losing large sums of money combating him, and would no doubt have eventually effected a combination, but the charge was made that the *Anderson* was carrying contraband Chinamen, and the steamer was seized by Collector Beecher, and the opposition was thus ended. Although the Government never made anything but a flimsy case against Captain Wright, they ruined his business and left him in very poor circumstances; afterward realizing the wrong done, a compromise was offered. Captain Wright is at present living in Seattle.

[30] Capt. James Turnbull was interested in the first steamer *Vancouver* and was master of her for a long time. He was born in England in 1811, coming to this country when but a young man. After running a foundry and machine shop in St. Louis for a few years, he came overland to Oregon in 1852. Soon after his arrival, in company with David Monastes, who is still living in Portland, he started the first machine shop and foundry in that city. His first steamboating was with the *Eagle*, in which he owned an interest. From the time the *Vancouver* was built he was interested in nearly all of the steamboat ventures of his son-in-law, W. H. Troup, serving with him up to the time of his death, which occurred November 6, 1874.

She was the first steamer to make Vancouver the terminus of a transportation line. Occasional trips were made to Astoria and the Cowlitz. She was commanded by both of the Turnbulls, and her engines were in charge of William H. Troup. It was on this craft that Capt. James Troup, who afterward attained considerable celebrity in the business, received his first lessons in steamboating. She continued on the Vancouver route until 1870, when she was succeeded by a sternwheeler of the same name.

CAPT. JOHN T. WRIGHT, SR.

The Tualitin was honored with a steamboat for a short time in 1857, Capt. George Pease building a small steamer on the river and naming her the *Swan*, afterward renaming her the *Cowlitz*. She was purchased by Huntington and Holman soon after her completion, and in 1858 was taken to the lower Willamette and placed on the Cowlitz route, where she ran for several years, and finally ended her days on the Sound under the name *Wenat*.

On the ocean route between Victoria, Puget Sound, Portland, and San Francisco, a spirited opposition was raging. John T. Wright* placed the steamship *Commodore* on the line in opposition to the Pacific Mail, George S. Wright officiating as purser; and, as she was the largest steamship which had yet entered the Columbia River, she enjoyed a good trade. The steamship *Commodore*, afterward the old *Brother Jonathan*, met with a fate under the latter name which can never be forgotten. The particulars will be found in the story of the wreck of the *Brother Jonathan*. Before her rechristening in 1858 she left San Francisco in July in command of Capt. G. W. Staples, with 350 passengers and a heavy cargo, and after being out nearly three days returned to San Francisco in a sinking condition, with all of the passengers bailing. Among the cargo jettisoned were nine valuable horses, which were shot and thrown overboard. After this occurrence John T. Wright sold her to the California Steam Navigation Company, by which she was repaired and renamed. The Pacific Mail continued to operate their old standby, the *Columbia*, and also ran the *Republic*, which followed the *Commodore* as closely as possible, on some trips racing in close proximity all the way from San Francisco to Portland. The *Commodore* was commanded by Captain Fauntleroy, while the Dall brothers ran the Pacific Mail steamers, Baby and Lapidge making a few trips on the *Republic*. The *Commodore* and the *Republic* called at Crescent City both ways, but the *Columbia* ran through. Leonard & Green were the Portland agents of the Pacific Mail steamers, and Allen & Lewis of the *Commodore*. When the opposition started, fare was reduced to $30 cabin and $10 steerage.

GEORGE S. WRIGHT

An important addition to the fleet in the Northwest this year was the barkentine *Jane A. Falkenberg*, which was bought by Capt. George Flavel. The *Falkenberg* had been running to the Columbia in the lumber trade, and, while Flavel was sailing his old schooner *Halcyon* up and down the coast, he often looked with envious eyes on the clipper that was never known to make a slow passage. Flavel had made considerable money with the *Halcyon*, carrying ice from Vancouver to San Francisco and bringing back Government freight. Along in the summer he made the owners of the *Falkenberg* such a good offer that they turned the vessel over to him. She arrived at Portland the first time in command of her new owner September 29th, with 530 tons of freight, which, according to the *Oregonian*, was the largest cargo that had ever been brought to Oregon. The same paper also paid a

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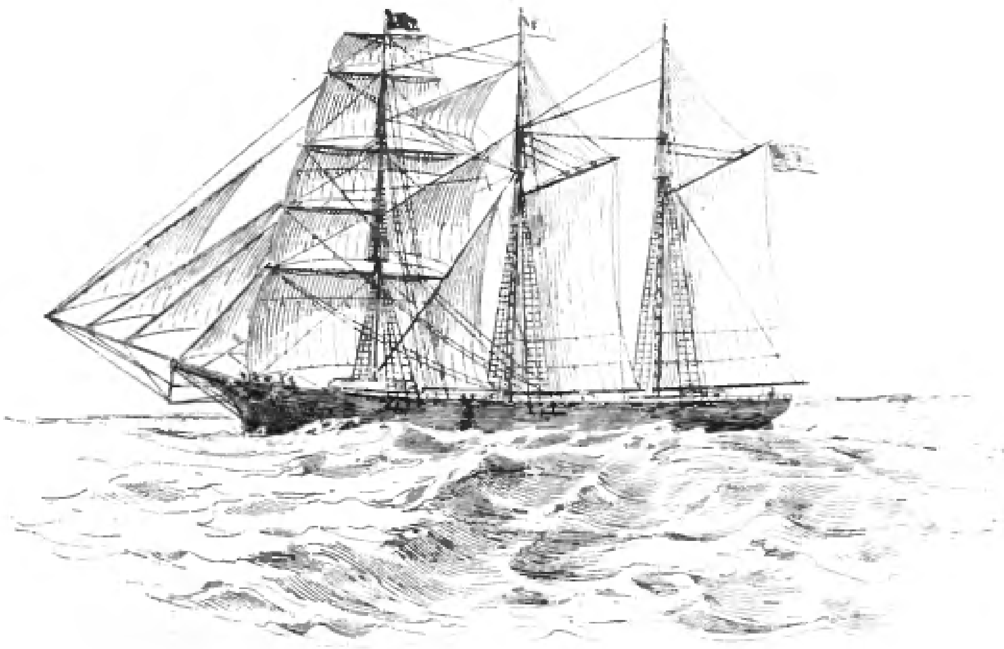
*Capt. John T. Wright, Sr., was born in Darlington, England, in 1798, and began sailing out of English ports when a boy, and on one of his cruises coming to the Pacific Coast on a whaler nearly seventy-five years ago. He was afterward master of the packet ship *Lafayette*, and made voyages to all parts of the world, spending several months in Egypt during the great plague. On coming to the United States early in the "thirties," he entered the steamship business between New Orleans and Galveston, and also established a line from New York to Charleston, operating the steamers *Columbia*, *Galveston*, *New Orleans*, *New York*, and others. This line was subsequently purchased by Morgan, the celebrated steamship man, and is still in operation under his name. After starting the Morgan line and making a comfortable fortune with it, Captain Wright engaged in a number of other steamship ventures on the Altantic, and, in 1849, came to the Pacific Coast and began running steamships out of San Francisco on the various routes north and south. He was in high favor with the Hawaiian Government, and made a great deal of money in the trade to the islands, and also ran one or two small local steamers in that vicinity. His experience in the Northwest with the *Commodore*, *Pacific*, *Sea Bird*, *America*, and others, is given in detail elsewhere in this work. During the Civil War he operated extensively on the Eastern coast, and built and sold a great many transports for Government use. He died in 1868, leaving three sons, all of whom have been prominent figures in the steamship business on the Pacific Coast, and who inherited many of the traits that made the original Captain Wright famous on two oceans.

glowing tribute to Captain Flavel for his enterprise and ability as a navigator. The barkentine *Jane A. Falkenberg* was built at New Bedford in 1854, and came to the Pacific Coast the following year in charge of her owner, Captain Falkenberg. She made her maiden trip from Boston to San Francisco in 115 days, Mrs. Jane A. Falkenberg and two other passengers coming out with the vessel. Her first voyage out of San Francisco was to Manilla. The clipper ship *Flying Fish*, bound for the same port, passed out of the Golden Gate at the same time, and was beaten seven days on the passage, the *Falkenberg* making the run in thirty-nine days. Including a twenty-day lay-over at Manilla, the round trip consumed 115 days. In February, 1856, Captain Falkenberg was killed in San Francisco, and the bark was operated in the coasting trade in command of Captain Badger, making her first journey to the Columbia in March, 1857, and soon afterward passing into the hands of Captain Flavel, who sailed her for a short time and then turned her over to Capt. M. C. Erskine, who was in charge until 1863, when he was succeeded by Wiggins. In 1864 James Frost was master, and was followed by Captains Wass, Rumwell, Gragg, Cathcart, Brown, Hubbard, Forbes, and others. The venerable packet is still sailing the seas, and has probably covered more miles and earned more money than any "wind-jammer" that ever sailed the Pacific. During her long career on the Coast she has made some remarkably fast passages, several of which have never been beaten. In 1861, under Captain Flavel, the run from Astoria to San Francisco was accomplished in three and one-half days. In 1872 Captain Brown sailed her from Honolulu to Astoria in fourteen days; and two years later Capt. J. H. Hubbard broke all records by taking her over the same course in twelve days. The *Falkenberg* has contributed extensively to marine history in the Northwest. Her dimensions are: length, 137 feet; beam, 29 feet 7 inches; depth, 11 feet 9 inches.

The Oregon & California Packet Line, in which the *Falkenberg* was serving at the time Flavel bought her, was also running to Portland the bark *Ocean Bird*, Wiggins, master; the *Chas. Devens*, Healy; *Nahumkeag*, Williams; and *I. B. Lunt*, Richardson. Abernethy & Clark were the agents. The barks *D. M. Hall*, Captain Hoeg, *Madonna*, Captain Reynolds,[31] *Iwanowa*, Captain Dryden, *Sam Merritt*, Captain Wiggins, and *Metropolis*, Captain Preston, were also plying to the Columbia River, Victoria, and Puget Sound. In June the bark *Chas. E. Tilton* arrived at Portland direct from New York, where she had been built by Wakeman, Dimon & Co. and W. S. Ladd especially for the Oregon trade. The bark came out in command of John H. Briard and narrowly escaped destruction in entering the river, losing both anchors and reaching Astoria in a demoralized condition. On the Sound, several vessels loaded lumber at Steilacoom and Olympia for South American ports.



THE BARKENTINE "JANE A. FALKENBERG"

A number of sailing vessels were employed in the Coos Bay trade this season, the most prominent being the bark *Acadia*, Captain Darbey, bark *Mallory*, Captain Hoey, brig *Cyclops*, and the sloop *Windhunter*. At Port Orford William Tichnor built the schooner *Alaska*, which continued in the coasting trade for a long time. She was a craft of thirty-one tons burden, forty-eight feet long, and seventeen feet beam.

CAPT. EDWARD B. REYNOLDS

The most serious marine casualty of the year was that of the steamer *Portland*, which was swept over the falls at Oregon City, March 17th, drowning Capt. Archibald Jamieson and two others. The steamer left Canemah in command of Captain Jamieson, who intended to take her into the basin at Oregon City to discharge some freight. The regular engineer, a brother of Captain Jamieson, remained on shore, and the fireman, Peter Anderson, and a deckhand named Bell, were the only persons on board. In swinging into the basin the steamer drifted too far out; and, the river being unusually high, the current caught her, and, before the men on board were aware of it, she began to work toward the rim of the basin. The perilous position in which they were placed then became apparent to the men, and they made an attempt to get the boat under control; but the steam had run down, and she could make no headway against the current. Capt. George Pease was standing near, and, realizing the danger, threw out lines and called to the men to jump overboard and seize them. The fireman, Peter Anderson, heeded the warning and was hauled in safely by Captain Pease. Captain Jamieson, and Bell, the deckhand, hesitated for a moment, finally jumped too late and were speedily swept to their death. The boat went over the falls, and when it settled below the rapids the house and upper works floated off and went on down the river, coming ashore at Portland comparatively uninjured. This proved that, if Jamieson and Bell had remained with it, their lives might have been saved. The pilot house was picked up by a steamer near the mouth of the Willamette.

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[31] Capt. Edward B. Reynolds, who was sailing to the Sound in the bark *Madonna* in 1857, was born in Boston in 1819, and is still running on the San Francisco and Puget Sound route, being at present in command of the ship *Davenport*. He served from 1857 until 1880 in the employ of Meiggs & Gawley, but for the last fourteen years has been in the employ of the Port Blakeley Mill Company.

Two explosions took place in 1857, and the steamers in both cases were pioneers in their respective localities. The *Fairy*, owned by A. B. Rabbeson of Olympia, the first American steamer on Puget Sound, exploded her boiler October 22d, just as she was leaving the wharf at Steilacoom for Olympia, slightly injuring every one on board except the engineer, and seriously scalding Mrs. F. Kennedy, a passenger. The hull sank at the wharf immediately after the explosion, but on searching for it a few days later no trace could be found. It was discovered a week afterward floating fifteen miles above Steilacoom, but the machinery had disappeared. The *Washington*, which was the first steamer on the Umpqua and one of the first on the Willamette River, suffered an explosion near Scottsburg, December 12th, in which five persons were scalded and injured and the steamer totally wrecked. The steamer had been running between Umpqua and Scottsburg for a long time and was supposed to be in good condition. As in the case of the *Fairy* and a long list of catastrophes of this nature that occurred in after years, no apparent cause for the disaster could be discovered. The brig *J. B. Brown*, a well known coaster, came to grief at the mouth of the Noyo River, October 30th. While lying in an open roadstead she parted her chain and drifted into the breakers, becoming a complete loss. Captain Miller was in command and with his crew escaped in safety.

CAPT. GEORGE W. BOYD

The entire Northwest, and especially British Columbia and Washington, was the scene of a veritable boom in 1858. A wild rush of gold-seekers came thronging up from the lower coast, and in fact from all over the world. News of the marvelous richness of the Fraser River gold mines spread rapidly, and there was a repetition of the '49 excitement in California on a somewhat smaller scale. Naturally enough the lucky ones of this big crowd included but a small percentage of the total number arriving, and the disappointed majority drifted into other pursuits,—farming, lumbering, trading, fishing, etc.,—all of which necessarily gave an impetus to the marine business that it had never enjoyed before; and, while the growth afterward was nothing like the phenomenal business wave that struck the transportation companies early in 1858, that year probably more than any other will be remembered as the beginning of a period of development that was never checked. The mushroom towns that sprang up in a week could not all survive, however, and a few faded as rapidly as they had blossomed, but the people were now here, and the work of making the new Northwest a rich and prosperous commonwealth began in dead earnest. Whatcom and Victoria were the ports that profited most from the Fraser River excitement, but, while Victoria never lost the prestige gained, Whatcom settled back into a state of lethargy from which she was not aroused for twenty-five years. The ocean steamships, many of which had reached the Coast barely in time to witness the abatement of the California gold fever, had been unprofitably employed most of the time, and now made up for lost opportunities, paying better than the gold mines so industriously sought. It was no longer a question of rates, but instead a matter of supplying steamers enough to handle the crowds that were rushing northward.

The sailing vessels did not overlook this harvest, and many well known coasters, with hastily improvised passenger accommodations, brought up goodly numbers of gold-seekers. The brig *Merchantman*, Capt. George W. Boyd,[32] was one of the first of the sailing fleet to engage in this trade, and left San Francisco on her first trip with two hundred passengers. A good idea of the large traffic produced by the unparalleled migration is

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[32] Capt. George W. Boyd was born in Maine in 1823. He entered the service on the Atlantic Coast while yet a boy, and was shipwrecked on Cape Cod in the schooner *Robert Rakes* at the age of thirteen. After reaching the position of master, and sailing vessels to the West Indies and all parts of Europe and the Mediterranean, he came to the Pacific in 1858, taking charge of the *Merchantman*. He remained with her three years, and then went to the ship *Coquimbo*, which he handled for seven years. His next vessel in Meiggs' employ was the *Osmyn*, which he commanded during one season. Then he had charge of the *Wildwood* for two years in the China trade, going from her to the *Vidette*. He was master of this vessel for six years, most of the time engaged in the lumber trade to South America. On leaving the *Vidette* he entered the employ of Renton, Holmes & Co., and sailed the ship *Otago* for seven years to China and Mexico. He then made one voyage in the *John A. Briggs*, which he left to take charge of the *General Fairchild*, in which he was a part owner, and which he operated for six years in the coal trade between British Columbia and California ports. He also owned an interest in the ship *Wachussett*, which he ran for a year after leaving the *Fairchild*, and then retired from active service, still retaining his interest in the ships *General Fairchild*, *Wachussett* and *Rufus E. Wood*, all

CAPT. DANIEL FARLEY

obtained from the passenger clearances from San Francisco for Victoria and Fraser River points. The following list gives the name of the vessels and the number of passengers carried by each between April 15 and August 7, 1858. It also shows, in a striking manner, the rise and fall of the Fraser boom. In April the steamship *Commodore* carried 300 passengers, the schooner *Golden State* 15, and the steamer *Constitution* 140, total 455. In May the steamship *Panama*[33] carried 568, the *Commodore* 194, and the *Pacific*[34] 500, total 1,262. In June the steamships *Republic* carried 953, *Commodore* 900, *Panama* 1,070, *Cortez*[35] 894, *Santa Cruz*[36] 208, *Oregon* 618, *Sierra Nevada*[37] 900, *Pacific* 400; schooners *Giulietta* 85, *Kossuth* 8, *Emma* 35, *Pilgrim* 11; barks *California* 1, *Goldhunter* 132, *Adelaide* 100, *Live Yankee* 210, *D. M. Hall* 105, *R. Passenger* 250, *Ann Perry* 100; the ship *William* took 150 and the brig *F. Adams* also took 19, a total of twenty-four vessels, carrying 7,149 passengers. In July the vessels carrying passengers were: steamships *Orizaba* 786, *Cortez* 614, *Santa Cruz* 800, *Oregon* 745, *Brother Jonathan* 350, *Sierra Nevada* 900, *Pacific* 460, *Panama* 128; schooners *Ortolan*[38] 4, *Alert* 86, *Frances Helen* 13, *Golden State* 25, *Jeanette* 2, *Simon F. Blunt* 32, *Giulietta* 10, *Page* 6, *Pontiac* 1, *Queen of the Isles* 12, *Rosalthia*[39] 1, *Reporter* 1, *Long Island* 5, *Susan Abigal* 4; brigs *Curacoa* 40, *Persevere* 80, *Ellen H. Wood* 8, *Quaddy Belle*

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well known colliers running between British Columbia and Puget Sound coal ports and California. In his long career on the Coast Captain Boyd has met with uniformly good luck, never having had a serious accident happen to a ship in his charge. He is at present living in San Francisco, enjoying the fruits of his many years on the water.

[33] The steamship *Panama* was one of the original three steamers built for the Pacific Coast trade after the discovery of gold had been announced in the East, the *California* and the *Oregon* preceding her. While running on the northern routes in the Pacific Mail lines, she was commanded by the Dalls, Watson, Wakeman, Whiting, Johnson and French. When the Pacific Mail turned its northern routes over to Ben Holladay, the *Panama* was continued on this line until 1868, when she was sold to the Mexican Government, who fitted her up as a revenue and transport steamer and ran her on the west coast of Mexico under the name of *Juarez*.

[34] The *Pacific* was a small sidewheel steamship of 876 tons burden. She was built in New York in 1851, was two hundred and twenty-three feet long, thirty-three feet six inches beam, and seventeen feet hold. After coming out from the East she ran for a time on the Panama route, but with the decline of business was laid up for a while. On her arrival at Victoria in 1858 she was in charge of Capt. Robert Haley, with O. Van Duser, engineer. Haley was succeeded by Patterson, Burns, De Wolf, Metzger, Staples, Gage, Winsor, Stodhardt, Harrison, Sherwood, Sholl and Howell. In 1861, while in command of Staples *en route* from Portland to Astoria, she sank in the Columbia near Coffin Rock, July 18th. The steamer *Express* took the fire engine down from Portland, and after considerable trouble she was raised and pumped out. A few repairs were made and she again went into service, but was retired in 1872, only to be resurrected again in 1875, when the Cassiar mining excitement brought out every old packet that could float. She arrived at Victoria on her first trip April 10th, and a local paper, in commenting on her, said: "She has recently been rebuilt and is in excellent sea-going condition." Six months later she proved the untruthfulness of that statement by the most awful marine disaster that ever occurred on the Pacific Coast (see wreck of steamship *Pacific*, 1875).

[35] The steamship *Cortez* was built in New York to run in the Independent Line with the steamer *Winfield Scott*. She was of about 800 tons burden, length two hundred and twenty-five feet, with thirty-two and a half feet beam, and twenty-four feet depth of hold. She reached San Francisco on her first trip from Panama, October 7, 1852. With the decline of business on the Panama route she was sent on occasional voyages North. She arrived at Vancouver, Wash., on her first trip October 13, 1858, in command of Capt. T. H. Huntington, and continued running to the North, in charge of Huntington and Capt. C. C. Dall, until 1862. She was turned over with the rest of the fleet to Holladay & Flint when they entered the steamship business in 1861, and was sold by them to parties who sent her to China. She was subsequently destroyed by fire at Shanghai.

[36] The steamship *Santa Cruz*, which was placed on the northern route, in command of Fauntleroy and Staples, as an independent steamer, running *via* Crescent City, was of a later date than the *Oregon* and *Panama*, but was about as slow as the others. In 1861 she was loaned to the United States Government for a few months and fitted out as a revenue cutter, sailing under the name *General Sumner*. When she left the Government service she was bought by San Francisco parties for $40,000 and taken to China, where she was sold for $81,000.

[37] The steamship *Sierra Nevada* was built in New York in 1851 by Charles Morgan, who intended her for the Texas trade. She was afterward sold to Commodore Garrison, and made three trips to Chagres, then sailing from New York for San Francisco, December 12, 1852, in command of Capt. J. D. Wilson, who died at Panama and was succeeded by Captain Tanner, who completed the voyage. Her first work on arrival was on the San Juan route, in charge of Captain Blethen. She was one of the fastest of the old line of steamships, and, while she might be considered a slow packet to-day, in 1862 she made a record from San Francisco to Portland of 72 hours, which was not beaten for several years. The steamer first came to Portland in charge of Dall, who was succeeded by Wakeman, Conner, Johnston, Williams, Huntingdon, Fauntleroy, and others, of whom Conner was longest in command. During his time the old steamer carried 500 and 600 passengers per trip. When Holladay started the California, Oregon & Mexican Steamship Company the *Sierra Nevada* was one of its best steamers. She made her last voyage to the North about 1868, and the following year was placed on one of the southern routes out of San Francisco, and within a short time afterward struck a reef off Pedro Blanco and became a total wreck.

[38] With the *Ortolan*, as mate, was Daniel E. Farley, who, at the present writing, has spent over fifty years of his life in active service on the Pacific Coast. He was born in New York in 1833, and when nine years old rounded the Horn as cabin boy on the whaling ship *Alciope*, serving with her in the North until 1846, when she put into San Diego and he joined the whaler *Illinois*, on which he returned to Sag Harbor in 1850, coming out again in the schooner *Robert Bruce*, in which his uncle was part owner. The *Bruce* arrived at San Francisco, October 12, 1850, ran for two years between the Bay City and the Sandwich Islands and was then sold to the Shoalwater Bay Oyster Company. On the first trip in their service the steward poisoned the captain and set fire to the vessel at Bruceport. On leaving the *Bruce* Captain Farley obtained a position on the schooner *Edward L. Frost*, sailing to Honolulu for two years. He then went whaling as boatsteerer on the *Harriet Thompson*, and on his return worked in the pilot service on San Francisco bar for a year, when he resigned and followed the coasting trade until 1858. He left the *Ortolan* to go to the mines, but, with other disappointed gold-seekers, returned to San Francisco in the fall and soon found a berth as master of the schooner *S. D. Bailey*, which he handled until 1868, at which time he secured an interest in the *Fannie Gilmore*, credited with the fastest schooner trip ever made from Boston to San Francisco, coming out in one hundred and seven days. He ran the *Fannie Gilmore* until along in the eighties, when he took the schooner *Fannie Dutard*, running to Puget Sound, and remained with her until 1890, having been in charge when she picked up the only survivors from the lost *St. Stephen*. His next vessels were the schooners *Zampa* and *Orient*, which he sailed in the northern trade until about two years ago, when he was given command of the fireboat *Governor Markham* in San Francisco harbor.

[39] The schooner *Rosalthia*, which the Tillamookers had built in 1857, commenced running this year, but proved a very unprofitable speculation. She was a neat little craft 66 feet long, 17 feet beam, 6 feet 6 inches hold, and was owned by Elbridge Trask, James and Nelson Higginbotham. She was loaded with provisions and farm produce and sent to San Francisco in command of a man named Harris to secure the balance of her equipment. Harris was a poor trader, and when the work was done he could not meet the bills. Accordingly the schooner was libeled and sold, and the owners lost both vessel and cargo.

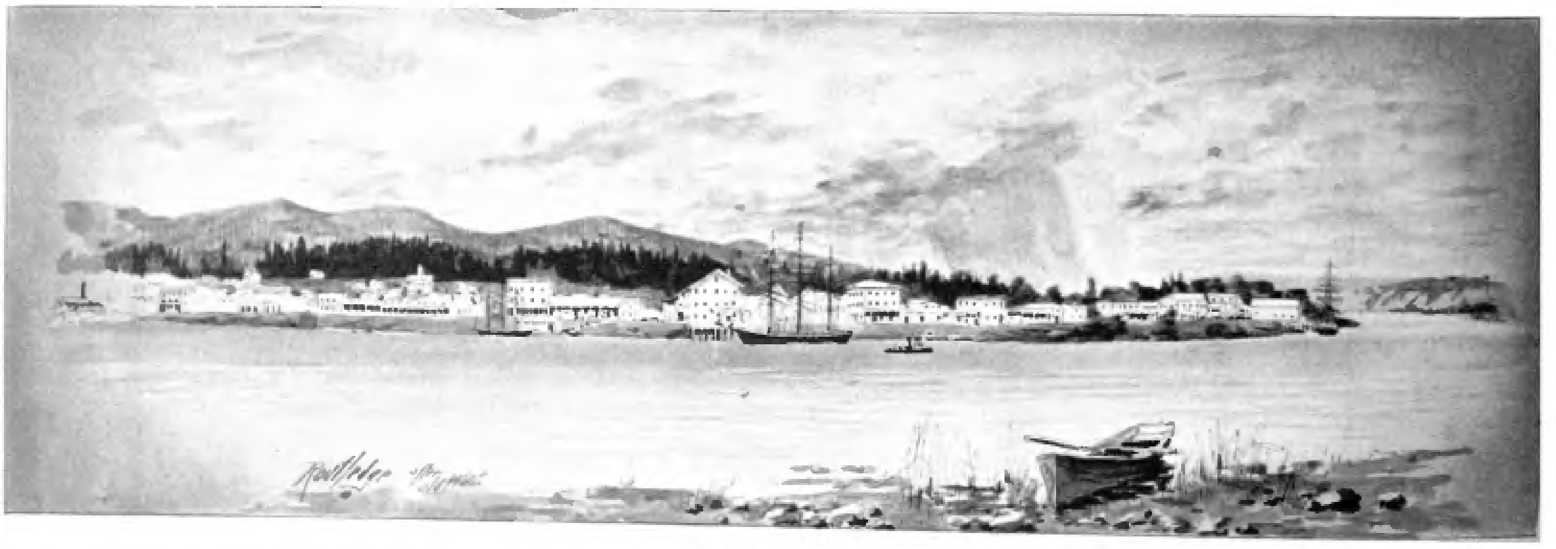
10; barks *Lucy L. Hale* 186, *Nahumkeag* 60, *Jennie Ford* 45, *Ellen Thomas* 9, *Live Yankee* 190; ships *E. F. Willetts* 250, *Carribean* 350, *Leonidas* 150, *Manuel Moutt* 15, a total of thirty-seven vessels, carrying 6,278 passengers. In August up to the 7th, when the crowds began diminishing rapidly, the *Santa Cruz* took 30, the *Panama* 49, brig *Ellenita* 5, ship *Oracle* 170, a total of 254 passengers. The greatest crowd leaving San Francisco on a single day was on July 3d, when the steamship *Santa Cruz*, schooner *Alert*, barks *Lucy L. Hale* and *Nahumkeag*, ships *E. F. Willetts* and *Carribean*, took 1,732 passengers. The second largest number sailed from the Bay City, July 10th, when the steamships *Sierra Nevada* and *Pacific*, schooners *Golden State*, *Jeanette*, *Simon F. Blunt* and *Giulietta*, and the brig *Curacoa*, took away 1,409 passengers, and on June 24th the steamships *Commodore* and *Oregon*, and the bark *Ann Perry*, took 1,218 passengers.

Oliver Van Duser

During the same period the following vessels cleared for Victoria and Fraser River points with cargoes only: bark *Mallory* in May, and in June the schooners *Osprey* and *Fanny Piper*, brig *Eolus*, and the sloop *Curlew*, followed her. Those sailing in July were: schooners *Lord Raglan*, *Cornelia Terry*, *Island Queen*, *Umpqua*, *Nevada*, *Elizabeth*, *Kate Adams*, *General Morgan*, *W. Hicks*, *Santiago*, *Ann Delgardno*, *Osceola*, *Black Prince* and *Alexander*, barks *Ocean Bird*, *Acadia*, *J. R. Mora*, *Brontes*[40] and *American*, sloops *Leonidas*, *Hattie Porter*, *Olive*, brigs *Swiss Boy* and *J. S. Cabot*, steamer *Wilson G. Hunt*, tug *Martin White*, barge *Sacramento*, and ship *Frigate Bird*. ✓

The *Columbia* was the regular Portland steamer, and hundreds who could not secure passage direct to the Sound went via Portland to the Cowlitz, thence overland to Olympia, where they took steamer or sailing vessel to the upper country. In the fall the *Columbia* made a few trips to the Sound, and was then withdrawn from the Portland route and ran for a short time to the Umpqua. While running to the Sound she made stops at Humboldt, Crescent City, Port Orford, Umpqua, Port Townsend, Steilacoom, Olympia, Teekalet, Port Ludlow and Neah Bay. Her last passage to Portland was made in August, and was her one hundred and fiftieth on that route. She also made several voyages to San Diego and Panama after she entered the northern service.

The *Commodore* met with an accident early in the rush which prevented her from securing a share of the spoils. She left San Francisco overloaded, carrying, beside freight, about four hundred passengers, and within a few hours began leaking so badly that she had to put back for repairs. When she again appeared on the route it was under a new name and management, John T. Wright having sold the steamer to the California Steam Navigation Company, who called her the *Brother Jonathan*. At that time Wright also unloaded the steamer *Pacific* on the same company, who thus came into possession of a pair of worn-out hulks which were destined for a horrible fate. The very mention of their names causes a shudder of horror to those whose friends lie coffined within their rotten timbers somewhere in the depths of the ocean. The strong incentive for risking such tender old craft in passenger traffic can be realized from the statement that John T. Wright refunded $12,500 to the gold-seekers who had taken passage on the *Commodore* at the time she was obliged to return for repairs.


Portland, Or., in 1858

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[40] The bark *Brontes* was one of the best known lumber traders on the Coast for over a quarter of a century, and was always a profitable vessel. One of the best known captains in command was F. W. Gatter, at the present time a Puget Sound steamship pilot. She made her last trip to Honolulu in 1877, arriving there April 20th in a sinking condition owing to old age. She was condemned and sold, and the man who took her over "never came back."

The principal steamships on the northern routes in 1858 were commanded as follows: *Northerner*, C. C. Dall; *Oregon*, Patterson; *Pacific*, Haley; *Santa Cruz*, Fauntleroy; *Columbia*, W. L. Dall; *Panama*, Watson and Dall; *Cortez*, Huntington; *Commodore*, Staples; *Sierra Nevada*, Blethen. The *Republic*, *Orizaba* and *Stephens* were in charge of the captains of the regular steamers, which they temporarily replaced. Among the best known engineers running North in the Fraser River fleet were Oliver Van Duser,[41] Elijah Mott, L. V. Hogeboom,[42] and Edwin and Alonzo Cox.[43]

L. V. Hogeboom

While the mining excitement was at its height, nearly all of the steamships ran from San Francisco to Victoria and Bellingham Bay without stopping at intervening points, but as the crowds thinned out they again called at Astoria and Portland going and coming. Leonard & Green were the Portland representatives for the Pacific Mail Company, which was running a boat directly from San Francisco and one *via* Crescent City. The Merchants' Accommodation Line, as John T. Wright styled the steamers *Commodore* and *Pacific* before they were sold to the California Steam Navigation Company, also ran one steamer *via* Crescent City, and was represented at Portland by Allen & Lewis. Richards & McCracken were agents for the *Santa Cruz*, which started independently in the spring but soon withdrew. The first tugboat on the Sound arrived this year. She was called the *Resolute*,[44] and a short time afterward collided with the *Northerner* off Dickenson's Point, damaging the latter vessel to the extent of about $5,000 and seriously injuring a soldier on board. Capt. J. M. Guindon was in command of the *Resolute* at this time and remained in charge during her entire career on the Sound, which ended in 1868 with a fearful boiler explosion. The *Otter* and the *Beaver* were still the mainstays of Victoria's home fleet, but in the fall the machinery arrived to equip the first steamboat built at that point. In the spring the *Constitution* and the *Sea Bird* were running between Steilacoom, Olympia, and other Sound ports, the former with Captain Gove and the latter with Francis Conner as

Capt. J. M. Guindon

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[41] Oliver Van Duser, one of the oldest steamship engineers on the Coast, was on the *Pacific* this year, running North in Wright's line. Mr. Van Duser was born on Staten Island in 1832 and began his marine career on the Atlantic Coast. His first steamship was the old *Cortez*. In 1856 he was with the *Sea Bird*, and prior to joining the *Pacific* he ran on the *Sierra Nevada*. He left the *Pacific* to go to the steamer *Cornelia*, and spent the greater part of his time on the southern routes until 1865-66, when he served on the Peruvian gunboat *Colon* for eighteen months. In January, 1866, he entered the employ of the California Steam Navigation Company, on the steamer *California*, with Capt. Charles Thorn. From the *California* he went to the *Ajax*, leaving the latter vessel for the *Idaho*, on which he worked but a short time, returning to the *Ajax* in 1867 and remaining there nine years. In 1876 he joined the *George W. Elder*, where he served until the steamer *Oregon* came out, two years later. He spent two years on the *Oregon*, and left her in 1880 to take charge of the *Columbia's* engine room, and has occupied this position up to the present time.

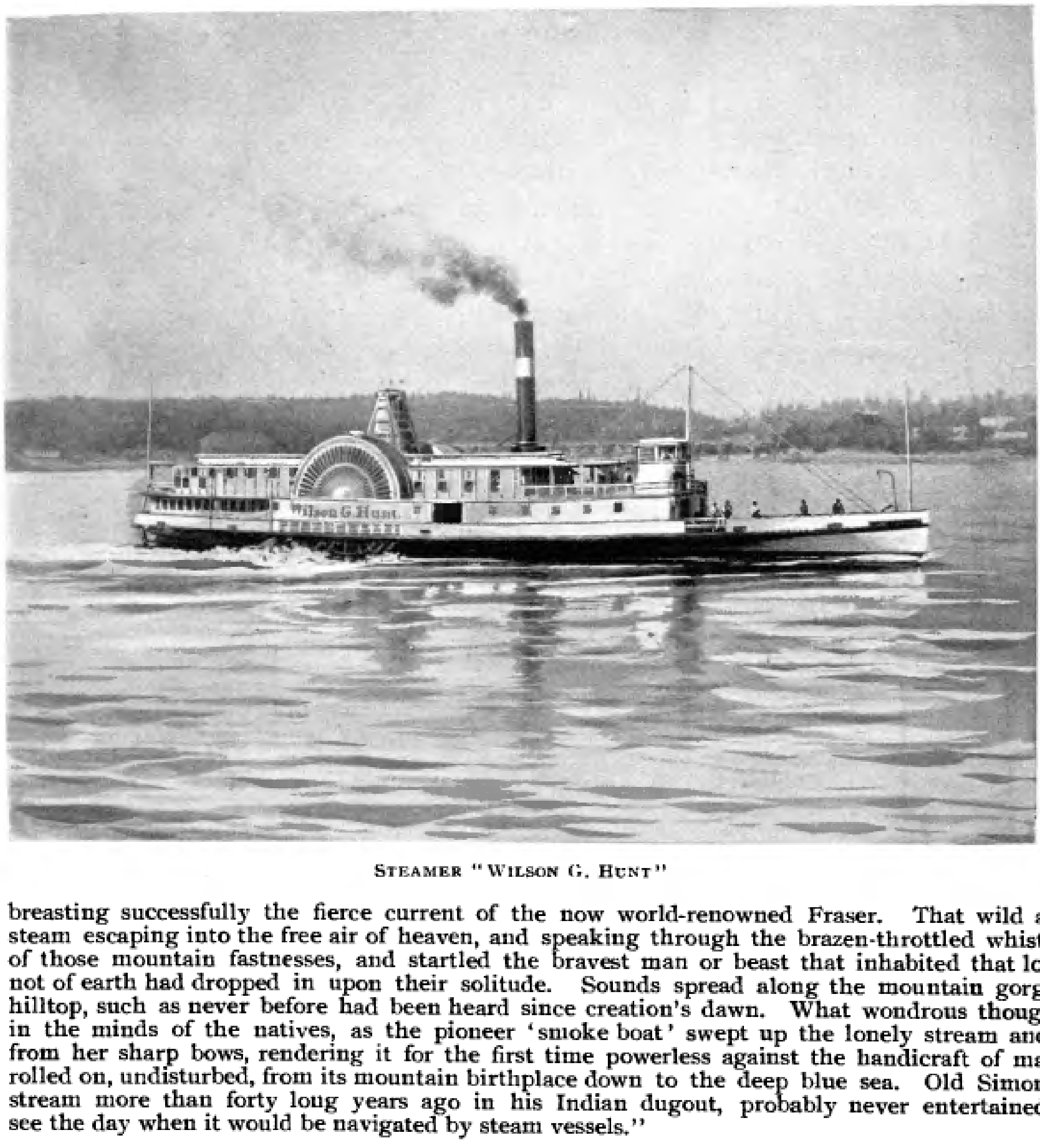
[42] Engineer L. V. Hogeboom was born in New York in 1827 and commenced his marine service on the Atlantic in 1847, running from New York to Southampton and Bremen as fireman and oiler, but left deep water for a short time to work on the Hudson River steamer *Empire*. He was next third assistant engineer on the steamship *Prometheus*, the first vessel constructed by Vanderbilt for his Nicaragua line, attaining the position of first assistant on this steamer. He also made a trip to Liverpool on the *Lafayette*. In May, 1852, he was transferred to the steamship *Brother Jonathan*, and came to the Pacific Coast on her as first assistant with Hiram Sanford, all of the crew signing a contract to remain with the vessel for a year. At the expiration of this time Hogeboom was appointed chief, but left this position a year later to return to Philadelphia, where he placed the machinery in the tug *Underwriter*, which he accompanied to San Francisco, leaving her to join the steamer *Surprise*, and from the latter going to the *Sea Bird*, in the San Diego line. After a year as chief on this vessel he joined the *Goliah* as first assistant with Martin Bulger, running on the Humboldt route for six months and then went to the tug *Martin White*. After this he was chief engineer on the steamship *Pacific* until the Wrights sold out to the California Steam Navigation Company. He continued with the *Pacific* as first assistant under Elijah Mott, and was also on the *Brother Jonathan* in the same position, being transferred subsequently to the steamers *Chrysopolis* and *Senator*. In 1865 he was again chief on the *Pacific*, running to San Diego, but soon returned to the *Chrysopolis*, where he remained for seven years, except at intervals while he was on the *New World* and *Yosemite* for the same company. He served afterward on the steamer *Solano* for two years, and then left the water to accept a position as assistant engineer at the United States Mint, where he worked for three years, and finally ran for two years as chief on the narrow-gauge ferry-boats, retiring after forty years' service unmarked by an accident of a serious nature.

[43] Alonzo Cox was born in Salem, Mass., in 1839, and served his apprenticeship in the shops at Portland, Me., coming to the Pacific Coast in 1857 on the steamship *Santa Cruz*, and continuing with her as second engineer for eighteen months after her arrival. He then went to China as assistant engineer with his brother Edwin Cox on the *Surprise* and remained twelve months. On returning from the Orient he joined the steamer *Cornelia* of the Stockton line, serving as first assistant for about a year, and then followed his calling on the steamers *Brother Jonathan*, *Pacific* and *Senator* for two years, subsequently going as chief on the *Orizaba*, *Kalorama* and *Cortez*. He then entered the service of the Alaska Commercial Company, remaining with them for twenty-two years, ten of which were spent as chief of the steamship *St. Paul* and the rest of the time on the *Alexander*, *Constantine*, *Fidelater* and others. At present he is chief on the steamer *Kotic*.

[44] The steamer *Resolute* was built in Philadelphia in 1850 and came round the Horn in 1854. Her length was eighty-nine feet, beam seventeen feet six inches, depth nine feet four inches. She was towing and jobbing at San Francisco for a year or two after her advent, and at the time Meiggs bought her for the Sound business was running as a water boat from Sausalito to San Francisco, occasionally towing ships. She was brought from San Francisco by Captain Pray, who operated her for a short time after her arrival. He was succeeded by Captain Guindon. The *Resolute* gave good service in her line for ten years, but was totally destroyed by a boiler explosion August 21, 1868.

master. It was a difficult matter to retain crews on any vessel while the mining excitement lasted, and many which came returned with a goodly portion of their men missing. The revenue cutter *Jeff Davis*, which was stationed on the Sound, made a trip to Whatcom in July, and every man on board except the captain deserted and went to the mines.

Steam navigation on the Fraser River commenced early in 1858, the pioneer steamers being the *Surprise*,[45] a good-sized sidewheeler, which arrived in command of Capt. Thomas Huntington, and the *Sea Bird*, Captain Conner. The former was intended to run through from Victoria to Hope, but was of too deep draft and unwieldy for the river trade. She arrived in June, and, as she was the first steamer that afforded the gold-seekers an opportunity to get up the river, she carried immense crowds. On the initial trip the passengers were obliged to cut wood for fuel along the river bank. The current was very swift above Langley, and progress was necessarily slow, but with a good deal of straining and puffing the *Surprise* managed to reach Fort Hope. She made nearly thirty trips between Victoria and the Fraser, carrying from 500 to 600 passengers each time, and earned a good-sized fortune for her owners before opposition could reach the scene. The *Sea Bird*, a sister ship, was on the same route, but having less powerful machinery found great difficulty in getting to Hope. By a mere chance she arrived at that point in June, and started down the river, grounding a few miles below Hope on what is now known as Sea Bird Bar, on which she remained from June 24th until September 2d, losing the best part of the travel to the mines. After the water went down she was raised, ways were built under her, and by sliding the steamer across the bar, nearly two hundred feet, deep water was reached. Bad luck still pursuing the *Sea Bird*,[47] five days later, while *en route* to the Fraser from Victoria, the vessel burned to the water's edge. River steamers better adapted to the trade having made their appearance, the *Surprise* was sent to San Francisco, arriving August 25th. The *Alta* of the 26th contained the following very appropriate notice of her exploits:



STEAMER "WILSON G. HUNT"

> "The *Surprise* was the pioneer boat on the Fraser River, the Hudson's Bay Company's steamer *Otter* never having ascended above Langley. She first woke the echoes of the grand mountain gorges in the wild region of Fort Hope with the shrill scream of the steam whistle, and astonished the natives with her wondrous powers in breasting successfully the fierce current of the now world-renowned Fraser. That wild and unearthly yell of the imprisoned steam escaping into the free air of heaven, and speaking through the brazen-throttled whistle, must have astonished the denizens of those mountain fastnesses, and startled the bravest man or beast that inhabited that locality into the belief that some visitor not of earth had dropped in upon their solitude. Sounds spread along the mountain gorges and were echoed from hilltop to hilltop, such as never before had been heard since creation's dawn. What wondrous thoughts these sounds must have inspired in the minds of the natives, as the pioneer 'smoke boat' swept up the lonely stream and pushed aside the mountain torrent from her sharp bows, rendering it for the first time powerless against the handicraft of man, in the many long ages that it has rolled on, undisturbed, from its mountain birthplace down to the deep blue sea. Old Simon Fraser, when he floated down the stream more than forty long years ago in his Indian dugout, probably never entertained the thought that he would live to see the day when it would be navigated by steam vessels."

Following the *Surprise* and *Sea Bird* in rapid succession came the sternwheelers *Umatilla*,[48] Captain Ainsworth, *Maria*,[49] Captain Lubbock,[50] and the *Enterprise*, Capt. Tom Wright, the latter having been sent there by the Wrights, who owned the *Surprise* and *Sea Bird*. The *Wilson G. Hunt*[51] also came up from San Francisco in August and ran between Victoria and Queensboro, as New Westminster was then called, connecting with the steamer *Enterprise*. Travel decreased so rapidly that the *Hunt* was withdrawn in October and returned to San Francisco. The *Umatilla*, which was the first boat to reach Yale, made her initial trip to that point July 21st, in command of Captain Ainsworth, with Thomas Gladwell, pilot. When the news of the need of better steamboat facilities on the Fraser River reached San Francisco, half a dozen little steamers were fitted up to go North. The smallest to make the trip was the *Ranger*, a steam launch about forty feet long. She was taken up by Captain Allan, and in September was operated between Victoria and the Fraser River. The California Steam Navigation Company started the steamer *Latonia* from San Francisco in tow of the steamship *Santa Cruz*, but she was so

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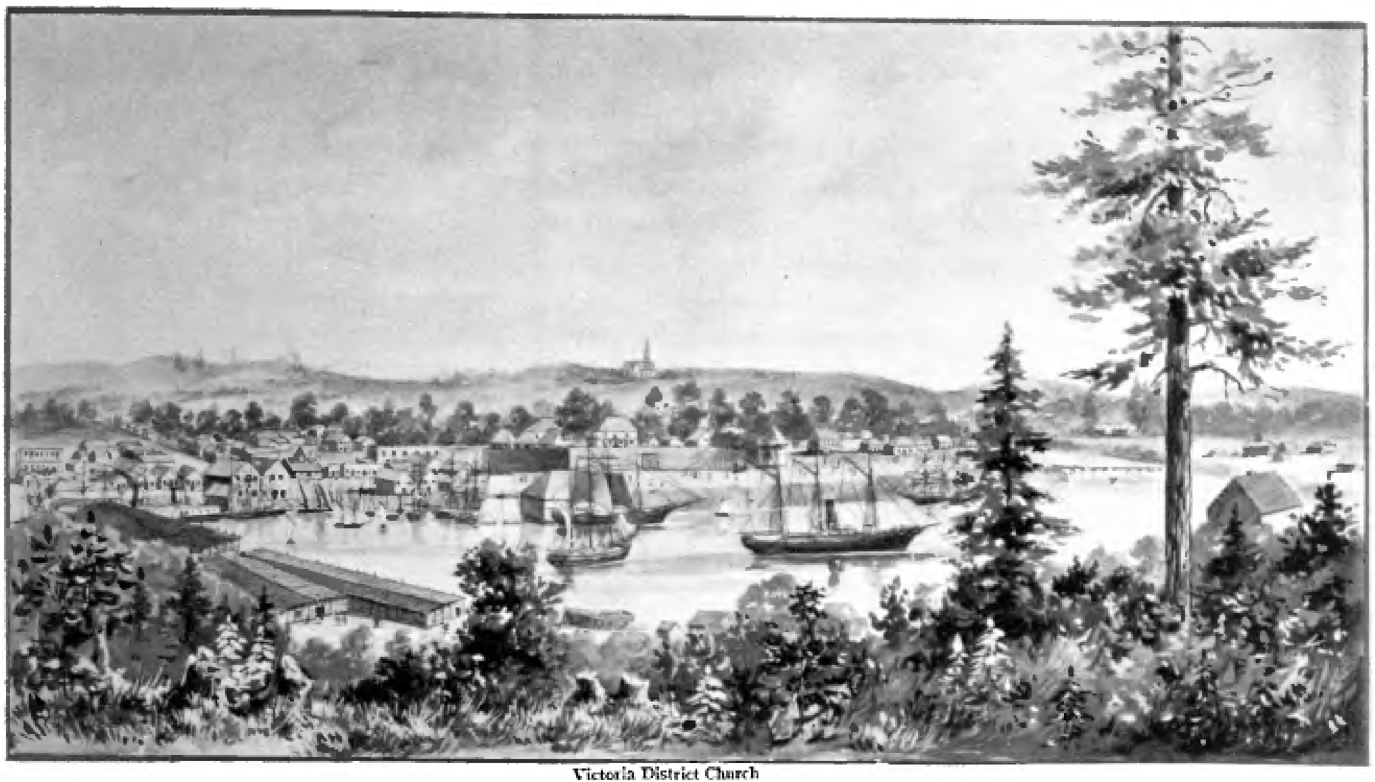
[45] The *Surprise* was about the same dimensions as the *Sea Bird* and was brought from New York in 1852 by Capt. Edgar Wakeman, who solemnly averred that on the voyage out he sat for two weeks on top of the smokestack with his feet in the water. She was about four months making the trip and ran for a few years on the southern routes after arriving on the Coast. She ran a short time out of San Francisco after returning from the Fraser, and was finally taken to China, where she ended her days.

[47] The steamer *Sea Bird, en route* from Victoria for Langley, September 7th, in command of Captain Conner, was about eighteen miles out from Victoria when a fire broke out in the forehold near the forward end of the boiler and gained such headway that it was impossible to control it. She was headed for shore and struck on the rocks. Mr. Urick, one of the forty passengers aboard, fell and was severely injured in landing. The rest escaped unhurt with the loss of their baggage, which, owing to the rapid progress of the fire, it was impossible to save. The vessel came in under a full head of steam, and, as the engineer had been driven from his post before she struck, the wheels continued to revolve for half an hour afterward. The steamer burned to the water's edge. The wreck was sold for $1,400, and the engines were recovered.

[48] The steamer *Venture*, the first sternwheeler built on the middle river, was constructed by Thompson & Coe, for the upper Columbia, at Five Mile Creek near the Cascades. She was one hundred and ten feet long, twenty-two feet beam, and four feet



VICTORIA, B. C., AT TIME OF FRASER RIVER EXCITEMENT

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six inches hold, with 14 x 48 engines. On the day of her trial trip, with about forty passengers on board, she started from the upper Cascades with a very low pressure of steam and could not make headway. Every effort was made to reach the bank again, but before the lines could be made fast the booming current caught the vessel and swept her over the rapids. She went down stern first and made the passage beautifully until she reached the foot of the Cascades. Here she poised on a rock in the middle of the river, in rather a dangerous position. Capt. E. W. Baughman, who was running a small schooner below the Cascades, sailed up and rescued the passengers. Only one life was lost, that of an excited man who jumped overboard, while the boat was making the perilous run, and disappeared in the swirling waters. As the river was rising the steamer soon floated off and was picked up at the lower Cascades, where she was bought by Ainsworth, Leonard & Green, who repaired the hull, named her the *Umatilla* and sent her to Victoria in tow of the steamship *Columbia*. Ainsworth went over and began running the steamer on the Fraser, but had only made one trip when she was traded for the steamer *Maria*, which Capt. William Lubbock had brought up from San Francisco on a barge, on which the *Umatilla* was then loaded and towed to San Francisco. She has the distinction of having been the first sternwheel steamer on the middle Columbia, the first steamer to go over the Cascades, the first to the Sound from the Columbia, and the first sternwheeler from the Sound to San Francisco.

[49] The *Maria*, which was traded to Ainsworth, Leonard & Green for the *Umatilla*, was sold by the Portland men to a British company, who in turn exchanged the steamer for an interest in the *Eliza Anderson*. She ran for about four years on the Fraser, under Capt. Thomas Gladwell, who afterward lost his life on the *Northerner*, and then John T. Wright sent her to the Columbia in 1862, in command of Capt. Robert Haley, intending to put her on the Cascade route with the *Spray* and *Dalles* on the middle river, opening an independent line to the Dalles, where the Oregon Steam Navigation Company was enjoying a monopoly. Shortly afterward she was seized for an alleged violation of the law, and on the claim that she had entered at Astoria on the certificate given at San Francisco when she sailed for the Sound, Judge Deady declared her forfeited. While she was in the hands of the marshal she sank at the wharf in Portland, and in that condition was sold to Captain Turnbull for $5,500. He dismantled the steamer, and, after removing the machinery, sold the hull to James Clinton for $150.

[50] Capt. Henry S. Lubbock was born in Charleston, S. C., learned the trade of engineer and machinist at the Morgan Iron Works in New York, and went to California in 1851 to construct a steamer for the Sacramento River. This vessel was sent out in sections and Lubbock put her together and ran on her as engineer for two years, then returned East to bring out another steamer, which started under sail but put into Rio de Janeiro disabled and was sold there. Captain Lubbock went on to California and engaged as engineer for a short time on the steamer *Sophie*, afterward taking command and handling her for two or three years. After he returned from his Fraser River venture he went to Nevada as superintendent of a water company at Pioche, and also engaged in mining for a few years, going from there East, where he resided until 1868, when he again visited San Francisco and was appointed, by the Harbor Commissioners, Superintendent of Repairs on the water front, holding that position until 1887, when he became Inspector of Steam Vessels.

[51] The steamer *Wilson G. Hunt* was built in New York in 1849 for the excursion trade to Coney Island, but shortly after her completion was sent round the Horn to San Francisco, arriving there early in 1850. She was immediately placed in the Sacramento River trade, and proceeded to make a fortune for her owners, clearing in a single year over $1,000,000. After running there a number of years she went to Victoria in August, 1858, and ran for a short time on the New Westminster route. In October she was withdrawn and the following year plied on Puget Sound, replacing the steamer *Constitution*. Early in the sixties she was bought by the Oregon Steam Navigation Company and taken to the Columbia, and operated on the Cascade route in command of Capt. John Wolf. She continued running on the Columbia until 1869, and during that time enjoyed a flourishing business, repeatedly carrying from 250 to 300 passengers, 100 head of stock and plenty of freight on a single trip. As her career extended nearly all through the palmiest days of the Oregon Steam Navigation Company *régime*, the rates obtained were sufficiently high to make her a very profitable boat in spite of the heavy expenses of operation. In 1869 the Oregon Steam Navigation Company concluded to

badly racked that she was unable to proceed farther north than the Columbia River. The *Maria*, which reached the Fraser in better condition than any of the other river steamers, was brought up from San Francisco by the Lubbock brothers. The scheme of sending so frail a steamer on so long an ocean voyage originated with Capt. William M. Lubbock, and to carry out his plans he chartered the barge *Sacramento*, which he loaded to five feet draft with brick and coal. He then hauled the barge into position in the dock, sunk it and floated the *Maria* aboard, afterward lightening the barge and securing the tug *Hercules* to pump it out. Two masts were then stepped through the bottom of the steamer to the keelson of the barge, and the combination craft was schooner-rigged as a safeguard against accident to the tug which was to accompany her. The start from the Bay City was made in tow of the Sacramento Transportation Company's tug *Martin White*, and in due season they reached Esquimalt, the only delay having been a week's lay-over at Port Orford during a spell of bad weather. On arrival at Esquimalt the masts were removed, the boat jacked up and repaired, and when all was in readiness the barge was sunk and the steamer floated.

On Puget Sound there was considerable activity in marine circles aside from the business produced by the mines. The steamer *Julia*,[52] at that time the largest sternwheeler in the Northwest, was built at Port Blakeley by D. F. Bradford, George R. Barclay, Abner Barker, and T. W. Lyle. She did but little work on the Sound after her completion, and in October was sent to the Columbia to run on the Cascade route. The steamer *Ranger No. 2*[53] reached Seattle in September, forty days from San Francisco, and was the first steamer in the jobbing trade on the Sound. She came up in command of Capt. John Hill, and upon her arrival dropped the "No. 2" from her name. In August the steamship *Panama* brought a diminutive propeller to Steilacoom, which in after years furnished the marine reporters of Victoria, Seattle, Astoria and Portland with more items than any craft that ever turned a wheel in the Northwest. Her name, *Leviathan*,[54] was a misnomer.

CAPT. A. M. SIMPSON

A little sidewheeler called the *New Caledonia* appeared at Victoria in the fall, but was too small and too slow to amount to much, her only claim to distinction being that she was afterward the victim of two boiler

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extend their steamboating ventures to the Sound. The old steamer was sent around to run in opposition to Finch and the Wrights. She arrived in 1869 in command of Capt. W. I. Waitt, with Josiah Myrick, purser; Frank Dodge, freight clerk; Thomas Smith, chief engineer; James Gallegher, assistant; J. Smith, mate; and J. J. Holland, carpenter. The *Hunt* had been rebuilt in Portland in 1865 and was in good condition, but the company could not do much with her, and to save themselves from further loss sold her to D. B. Finch in October, 1869. Finch and the Wrights had, in the meantime, built the fine steamer *Olympia*, afterward called the *Princess Louise*, and when the competition ended the *Hunt* was sent to San Francisco on a ten-year furlough. In 1877 Capt. John Irving bought her at a sacrifice, and in February of the following year she was brought up by Captain Stoddard and placed on the New Westminster route in April, in opposition to the Hudson's Bay Company's steamer *Enterprise*. She was extensively repaired in 1879, and in 1881 was sold to J. Spratt. Her captains during the rate war on the Fraser were Irving, Insley and Rudlin. Captain Spratt put her on the east coast route in place of the steamer *Maude*. After running here a short time she again passed into the hands of Irving, who had now consolidated his with other interests, under the name, Canadian Pacific Navigation Company. By this time her days were numbered, and in 1890 she was broken up and sold for old iron to Cohn & Co. of San Francisco. The hull was burned soon after, and this ended the career of one of the most noted vessels which ever turned a wheel in Northwestern waters. She was about 450 tons burden and had an old style "steeple engine" thirty-six by one hundred and eight inches. Her dimensions were: length, one hundred and eighty-five feet six inches; beam, twenty-five feet ten inches; hold, six feet nine inches.

[52] The steamer *Julia Barclay* was designed for the Fraser River trade at Teekalet and was a fine, fast boat, one hundred and forty-five feet long, twenty-five feet beam, five feet seven inches hold, engines 16 x 72, boiler thirty-three feet long, wheel twenty feet diameter. Of her owners Lylle, Barclay and Barker were Californians, and Bradford was a well known Oregon steamboat man. She was the first steamer built on the Sound, and there was a great celebration at her launching, soon after which she dropped the latter part of her name. She never reached the route for which she was intended, however, but instead was towed round to the Columbia by the tug *Martin White*, arriving at Portland, October 8th, and going on the Cascade run at once in opposition to the *Mountain Buck*. She was soon bought off, and the following spring was taken back to the Sound by Capt. Tom Mountain and operated on the Victoria route by Capt. Scranton. She ran there a few months, when she was again brought to the Columbia, this time becoming the property of the Oregon Steam Navigation Company, who ran her to the Cascades in command of Capt. John Wolf. She enjoyed an immense traffic during the Salmon River mining excitement in 1862, but after that subsided was placed for a while on the lower river, coming back on the Cascade route again in 1864 in charge of Capt. James Strang, who operated her in opposition to the *Rescue*. In 1865 the *Julia* did an extensive business, in July making thirteen round trips to the Cascades in two weeks, carrying 910 head of horses, 253 cattle, 1,600 sheep and 100 hogs. In 1866 Capt. William Smith, who had been mate under Captain Wolf, was made master, and she then ran regularly as a stock boat, finer steamers having taken her place in the passenger trade. She continued jobbing round until the early seventies. H. A. Snow and John Babbidge were her last captains. In December, 1872, her engines were removed, and the following spring an item appeared in the Seattle papers saying that the *Julia*, at one time the crack steamer of the Sound and the Columbia, was in use as a pigsty in the boneyard at Portland.

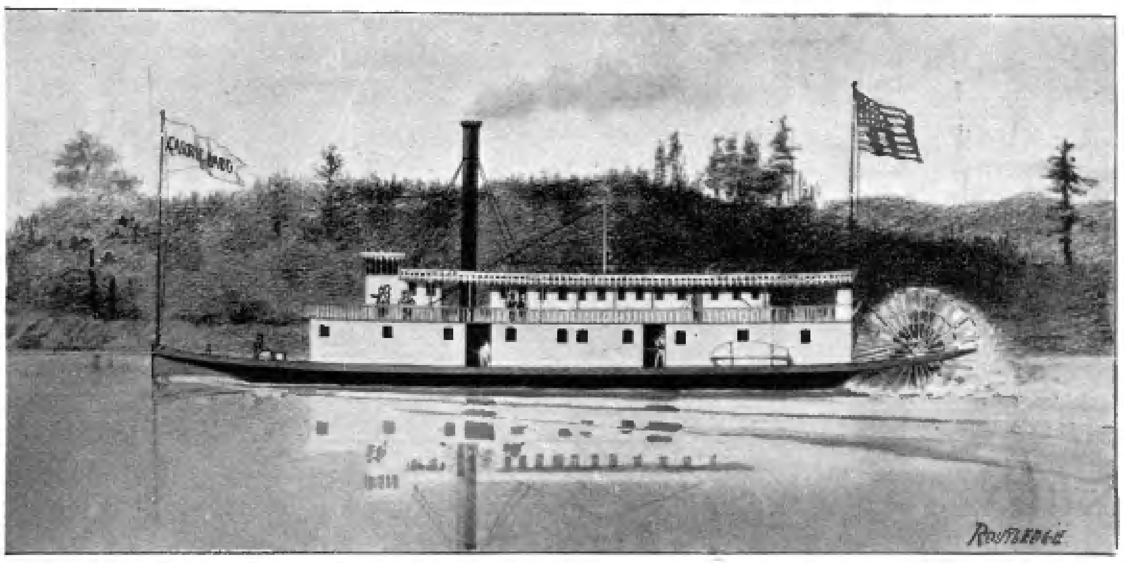
[53] The steamer *Ranger No. 2* was a small sidewheeler, which had been running on the Sacramento River for many years. She was built in San Francisco in 1853 and was owned by a man named José Artega. She was seventy-seven feet long, twelve feet three inches beam, with a shallow hold. Captain Hill had a rough time getting her to the Sound, but once there she proved a very handy little craft. Hill left the steamer soon after bringing her up and was succeeded by Captains Forbes, Jackson and others. In 1861 she passed into the hands of Miles Galliher of Steilacoom, and after lying on the beach at that point for a long time was sold to a logger named John Swan, who placed the machinery in a new hull.

[54] The steamer *Leviathan*, which the official records state was constructed at Calcutta, Benicia and Port Townsend, was originally built in China as a sloop for the opium trade. She was brought to San Francisco on the deck of a steamer and at Benicia was remodeled and fitted with a propeller. She reached Victoria on the deck of the steamship Panama in July, 1858, but failed to

explosions. The mining boom produced a great demand for fuel, and all of the San Francisco steamers coaled at Nanaimo or Bellingham Bay for the round trip. Ten dollars and twelve dollars per ton were not considered exorbitant at that time, probably from the fact that most of the steamships were obliged to turn away passengers in San Francisco, with fares at $50 and $25 each. The conditions were somewhat changed in the fall, but the crowds bound South were nearly as great as those which had come North during the spring and summer, and the rates remained the same.

The first bar tug in Oregon arrived this year in the service of A. M. Simpson. She was called the *Fearless*, and was built in Calcutta, coming to San Francisco as a full-rigged brig. Simpson bought the vessel, and after refitting sent her to Coos Bay in command of Captain Ironsides. John J. Jackson, who, with Joseph Burgess, had been piloting on the bar, joined the tug as pilot, and the casualties which had been of frequent occurrence in the past were much reduced in number. The *Fearless* was about 80 feet long, 24 feet beam, and 9 feet hold, was built of teak, and would probably have lasted many years had she not been wrecked.

Business on the Columbia and Willamette continued to increase, and several new steamers were completed. In October the *Colonel Wright* was launched at the mouth of the Des Chutes River and the following year made her mark in history as the first steamer which ever turned a wheel on the upper river. Another famous sternwheeler, the *Carrie Ladd*, was built at Oregon City, but did not commence running until the following spring. The Cowlitz route had suddenly come into prominence owing to the heavy travel to the Sound, and the steamer *Cowlitz*,[55] which Capt. George Pease and S. Smith constructed on the Tualitin in 1857, was sold on completion to Huntington and Holman, who at once put her in the Cowlitz trade. The *Express*, which Irving was running to Oregon City, also went to Monticello every Thursday, and the *Independence*,[56] a small steam ferry, was making three trips per week between Portland and Monticello. The *Belle* also went there occasionally. In August, Cassidy & Co. put the new steamer *Relief*,[57] a well built sternwheeler, 102 feet long by 24 feet beam, on the Oregon City route, in opposition to the *Jennie Clark*. The steamer *Enterprise*, which



STEAMER "CARRIE LADD"
Keystone of the Oregon Steam Navigation Company.

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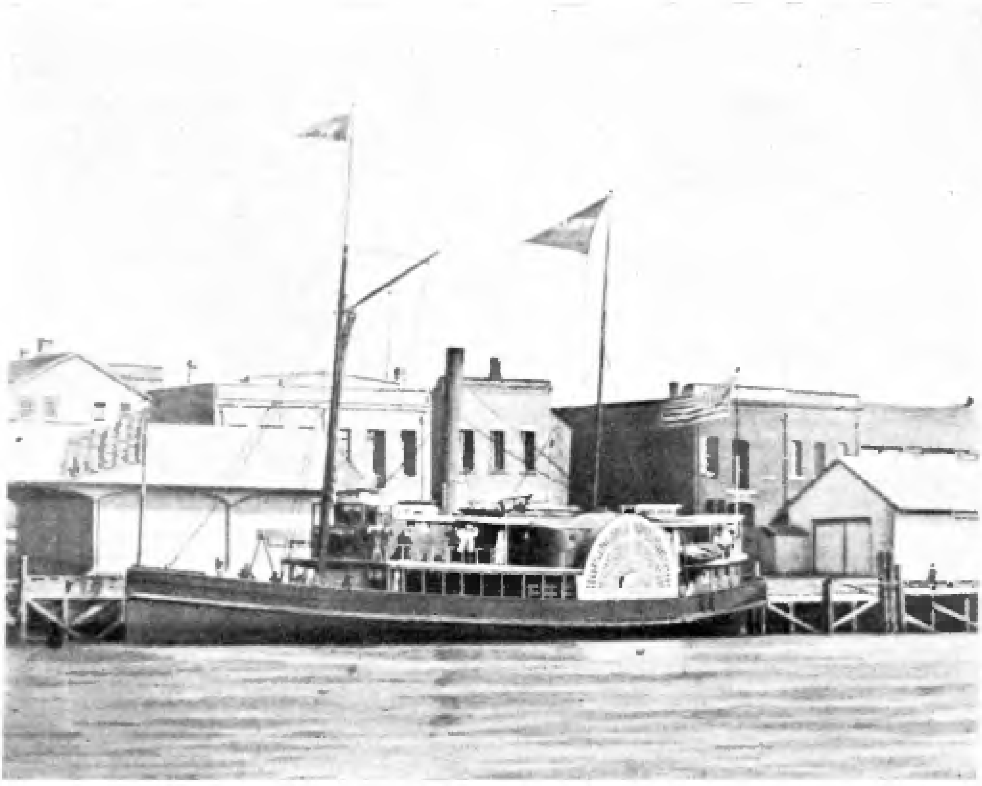
win fame in British Columbia until a later date. In the spring of 1859 she was sold to Irving Stevens and Sam Sweeny of Astoria and taken to the Columbia, arriving at Astoria, April 25, 1859. Sweeny ran her about the bay at Astoria for a while and in the fall operated her on the Portland route, making the first trip in fourteen hours' hard running. She was not successful and was purchased by Capt. Richard Hoyt, who fixed her up for towing and in 1862 chartered her to Mossman & Co., to carry express matter to the Cascades to connect with Van Bergen's steamer for The Dalles. Hoyt finally disposed of the steamer, and in due course of time she again reached Victoria, where she fell into the hands of the Government and was used as a yacht by the governor. With a change of officials the vessel was ordered sold, and the *Colonist*, in commenting on the craft, said: "She is a useless and expensive relic of an effete and luxurious administration. It has cost more, dollar for dollar, to run the animal than to capture a school of leviathans." She was sold at auction November 18, 1869, to Edgar Marvin for $1,320, and in 1871 was put on the route between San Juan and Victoria, making two trips a week. She continued jobbing around for a long time afterward and finally wore herself out at Victoria.

[55] The *Cowlitz*, a very small steamer, seventy-six feet long, seventeen feet beam and three feet six inches hold, ran on the Cowlitz route from the time she was built until 1866, when she was in the Lewis River trade a while and afterward on the Oregon City line. Charles Holman, her owner, was succeeded in command by Oliff Olsen and he in turn by Thayer and Kern. In 1864 she was chartered for a short time by the Monticello and Cowlitz Steamboat Company to take the place of the *Rescue*, then running to the Cascades. In 1868 she was fitted up with the old Vancouver's machinery, but never did much business after that date.

[56] The *Independence* was built for a ferry-boat, but the opportunities for any craft which could turn a wheel were so good at this period, that she was placed on the Cowlitz route. In 1860 she was run by Captain Ankeny to the Cascades as an opposition boat, and the following year proved very profitable carrying stock and other freight for the Salmon River mines, connecting with the steamer *Wasco*. Having been built in a cheap manner she was short-lived, and early in 1864 the machinery was removed, and the following year the hull was burned for old iron.

[57] The *Relief* was built at Oregon City by a company at the head of which were Captain Cassidy and a ferryman named O'Loughlin. The various partners in the steamer could not agree as to the best manner of operating her, O'Loughlin especially being suspicious of his partners, and keeping a close watch on Purser Sturdevant, who was also a stockholder. Captain Cassidy ran the steamer in opposition to the *Jennie Clark*, operated by Captain Ainsworth, and the fight grew so warm that the latter quietly purchased the stock held by O'Loughlin and a man named Athey and also the few shares held by the purser, effecting all the transfers without the knowledge of the captain. When everything had been arranged, Ainsworth walked over to the *Relief* and told Cassidy that in the future he could run the *Relief* alternate weeks with the *Jennie Clark*. Cassidy, in profound ignorance of the situation, informed the future steamboat king that he would run the *Relief* in whatever manner best suited him, and that he did not require pointers from an opposition company as to how he should manage his own boat. At this juncture Ainsworth explained the true state of affairs, and an unconditional surrender followed. Ainsworth tied the boat up, and the following year she was sold to Captain Cochran, who took her above the falls, where she remained the greater part of the time thereafter, ending her days in the service of the People's Transportation Company. The *Relief* was 110 feet long, 24 feet beam, 3 feet 6 inches hold, with engines 12 x 48 inches.

Jamieson had sold to Tom Wright, was succeeded by the *Onward*,[58] which was built to beat the new *Surprise*. Jamieson kept her but a short time, and the proprietors who succeeded him profited largely with her. The Columbia was visited by two of the fleet of small steamers racing northward to reap a harvest from the mining boom on the Fraser. The first was the *Ranger No. 2*, which had wrestled with bad weather for thirty-one days after leaving San Francisco. She secured supplies and again started northward, getting in nine days more between Astoria and Victoria. The other visitor was the *Latonia*, which, in tow of the steamship *Santa Cruz*, was bound for the Fraser. She was so badly racked that she did not continue her journey and never accomplished anything on the Columbia, being used as a wharf boat at the Cascades, finally ending her days as a stone barge in the hands of Perry & Co. The advent of the fine new steamer *Julia* on the Cascade route in the fall was the signal for a spirited rivalry, in which the *Mountain Buck*, *Señorita* and *Belle* took an active part.



STEAMER "ELIZA ANDERSON"

The keel of the *Eliza Anderson* was laid at the foot of what is now Couch Street in Portland in 1857, but it was about eighteen months later before she was ready for service. She was constructed by Samuel Farnam for the Columbia River Steam Navigation Company, the principal members of which were Hoyt and Wells, the pioneer steamboat men, although S. G. Reed, Benjamin Stark, Richard Williams and J. C. Graham were also interested. This vessel, which was the largest low-pressure boat in Oregon of home construction, was launched November 27, 1858, and made a trial trip January 2, 1859. Soon after completion she was sold to John T. Wright and Bradford Brothers and taken to the Sound in command of Capt. J. G. Hustler. On her arrival Captain Fleming took charge, and the steamer began a career of money-making which has never been equaled by so slow a boat. She was the first vessel inspected in the Victoria district after the appointment of an inspector, and, with the exception of a few intervals while she was laid up for minor repairs, ran continuously for ten years, enjoying a monopoly most of the time. Fare from Olympia to Victoria was $20, and $15 from Seattle. Freight on cattle was $15 per head, sheep $2.50; other freight, $5 and $10 per ton. At these rates, with brisk travel, the old steamer piled up for years a monthly profit of many thousands of dollars. The first serious opposition came from the steamer *Enterprise*, which was placed on the route to carry the mail under the contract held by Parkinson. The *Enterprise* was commanded by Captain Jones, and D. B. Finch was his purser. She made it interesting for the *Anderson* for a short period, but only held out six months, and was then sold to the Hudson's Bay Company, who put her on the New Westminster route. For three years the *Anderson* was undisturbed, and rates were maintained with a vengeance. An attempt at opposition was made by the new steamer *Alexandria*, but it amounted to nothing, and it was two years before the *Anderson* again had company. The *Josie McNear*, the next victim, came from the Columbia in 1866, and was followed a year later by the *New World* and in 1869 by the *Wilson G. Hunt*, all of which cut rates and made a vigorous fight for business; but they were not invulnerable to the sinews of war with which the *Anderson* had supplied her owners during the long period of monopoly which she had enjoyed, and were either bought off, subsidized, or taken in. In 1870 the *Anderson* was relieved by the new steamer *Olympia*, but continued running as a spare boat until 1877.

CAPT. D. B. FINCH

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[58] The steamer *Onward* was the successor of the *Enterprise* in the Jamieson Line. She was built at Canemah with the proceeds from the sale of the *Enterprise* to Wright, and was intended to surprise the *Surprise*, which had preceded her a few months. She was 125 feet long, 26 feet beam, and 4 feet hold. Jamieson ran her until 1860, when he sold her to Kamm, Myrick, Strang, and Pease, and in charge of the latter she proved a money-maker from the start, paying $14,000 dividends the first year. Pease ran her until about 1863, when she went into the hands of the People's Transportation Company, and Capt. George Jerome took command. She was a serviceable boat and had very good power,—16 x 60 inch cylinders, with a new style locomotive boiler.

During the Cassiar mining excitement she made several trips to the North in command of Capt. Dan Morrison. From 1877 until 1882 the steamer was laid up and almost forgotten, but in May of the latter year she again claimed public attention by sinking at the Seattle wharf. She was raised, and in 1883, under the supervision of Capt. Tom Wright, was thoroughly overhauled and placed on the New Westminster run from Seattle, Wright, master, E. W. Holmes, mate, and O. O. Denny, engineer. She remained here a short time, and in April, 1884, was started on the Victoria route, precipitating a lively steamboat war. The Oregon Railway & Navigation Company had by this time secured control of the business on the Sound, and was running the fine new steamer *Olympian* to Victoria. Wright put the fare down to $1, and the company started the *George E. Starr* after the *Anderson*, George Roberts, her master, having orders to follow her wherever and whenever she moved. In spite of the force against him, Wright was successful and made it decidedly warm for the big company until 1885, when the steamer was seized by Collector Beecher of Port Townsend on a charge of carrying contraband Chinamen. Capt. Tom Wright, as was afterward proved, was innocent, but the law's delay and the inevitable losses occasioned by this unwarranted proceeding left the Oregon Railway & Navigation Company in full possession of the field. In 1886 the steamer passed out of his hands, and Capt. J. W. Tarte then ran her a while to Victoria. In October she was bought by the Washington Steamboat Company, who worked her for all she was worth during the next few years; and in 1888 her passengers were treated to a genuine race between the venerable packet and the still more venerable tug *Goliah*. When the Washington Steamboat Company sold out to the Puget Sound & Alaska Steamship Company, the *Anderson* was sent up to the Snohomish River, where she is now lying and where she will probably end her days. no. During her long career on the Sound she has been commanded by Captains Fleming, Thomas Wright, D. B. Finch, J. Finch, Clancy, McIntosh, Morrison, Tarte, Holmes, Waitt, Wallace, Jackson, and a host of others. The *Anderson* was a sidewheeler, with a vertical-beam engine, 26 x 72 inches. She was 140 feet long, 24 feet 6 inches beam, 8 feet 10 inches hold, 279 tons register.

CAPT. ALBERT W. KELLER

The new Northwest had not yet reached a point where the advent of steam affected the business of the sailing vessels, and the latter increased wonderfully all over the coast. On Puget Sound especially was this noticeable, the lumber business assuming great proportions. During the year there were loaded at Teekalet (Port Gamble), for England, the ships *Bostonian*, Captain Burnham, and the *Wacousta*, Captain Henderson; for Melbourne, the *Kit Carson*, Captain Dillingham; for China, the bark *Torrent*, Captain Gove; for Sydney, the bark *Frowning Beauty*, and the ship *George Raynes*, Captain Batchelder. The latter vessel took 800,000 feet of lumber, the largest cargo yet shipped from the Pacific Coast. The fleet engaged in this trade during the year comprised the barks *Brontes* and *Hyack* at Seabeck, the *Storm Bird* at Steilacoom, the *Madonna* at Port Madison, *Ella Francis*, *Friendship*, *Goldhunter*, *Jenny Ford*, *Princess Royal*, and others. The Hudson's Bay vessels that yearly arrived from London moved over to the Sound when their freight was discharged and filled up with lumber, instead of returning as heretofore lightly laden with furs and a few timbers. Balch & Webber continued their dispatch line of clippers between San Francisco and Sound ports. Vessels sailing in their service were the brigs *Cyrus*, *Cyclops*, *W. D. Rice*, and the bark *Ork*. The schooner *Towanda*, Captain Keller,[59] was also in the coasting trade between San Francisco and Puget Sound. The capacity per day of the various mills furnishing business to the lumber fleet on Puget Sound in 1858 was as follows: Adams, Blinn & Co., Seabeck, 15,000 feet; Adams, Blinn & Co., Seattle, 10,000; Balch & Webber, Steilacoom, 15,000; Balch & Webber, Olympia, 15,000;

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[59] Capt. Albert W. Keller was born in Rockland, Me., in 1834, and commenced his marine career running to the West Indies. He arrived on the Pacific Coast in 1853 as sailor on the schooner *L. P. Foster*, which reached Port Gamble that year. From the Sound he went to San Francisco, and worked on the Panama route as quartermaster on the *John L. Stevens*. He left her after making a few trips and returned East, coming out again in 1858 as master of the well known schooner *Towanda*, which he sailed on the Coast for two years. He next handled the barkentine *Constitution* in the Sandwich Island trade for a year, leaving her to take charge of the brig *Martha Worthington*. He next commanded the bark *Palmetto* and the venerable bark *Gold Hunter*, which is still afloat in Australia after at least fifty years of usefulness. Later he took the bark *Kutosoff* for a year and the bark *Vernon* for two years. He then took command of the ship *Elizabeth Kimball*, sailing her for seven years, until she was waterlogged and lost on an island in the South Pacific, where Captain Keller, his wife who accompanied him, and their companions in misfortune, lived for three months. During this time they built a 19-ton schooner from the wreckage and lumber on the *Kimball*, and sailed for Tahiti, where they sold the craft for $650. Captain and Mrs. Keller and six of the crew then took passage for San Francisco, the Captain piloting the vessel into the harbor, much to the surprise of his friends, who had supposed him dead. The ship *Roswell Sprague* was his next command, and after sailing her two and a half years he took the *King Phillip*, being in charge at the time she was lost near the Cliff House while outward bound from San Francisco. During the next three years he was captain of the barks *Fresno*, *Emerald* and *Arkwright*, and was then on the *James Cheston* four years, bark *Cowlitz* two years, ship *Bonanza* two years, and the ship *Carondelet*. December 1, 1891, he took the bark *Palmyra*, of which he is still master.

Chambers' Mill, Steilacoom, 5,000; G. A. Meiggs, Port Madison, 15,000; North Bay Mill, 5,000; Puget Sound Mill Company, Port Gamble, 40,000; W. T. Sayward, Port Ludlow, 15,000; Puyallup Mill, Puyallup Bay, 5,000; Renton & Howard, Port Orchard, 10,000; Skookum Chuck Mill, 5,000; South Bay Mill, 4,000; Tumwater Mills, 10,000; Rhodes & Peabody, Whatcom, 5,000.

CAPT. CHARLES H. JONES

Trading out of Victoria to the American side and along the coast of the island was a regular swarm of small sailing craft. Among them were the following well known schooners: the *Franklin*, Captain Smith; *Wild Pigeon*, Jones;[60] *Spray*, Barber; *Mary Ann*, Tucker; *Ino*, Laughton; *Harriet*, Coffin; *Morning Star*, McKay; *H. C. Page*, Oberg; *Nanaimo Packet*,[61] Walker; *Sherman*, Smith; *Josephine*, Hewitt; *Caroline*,[62] Lampley & Jones; *Helen Maria*, McEwen; *Pilgrim*, Edgar; *C. S. Kidder*, Rixbury; *Jessie*, Mathieson; *Island Queen*, Jones; *Amelia*, Thornton; *Eclipse*, Barrington; *Fauntleroy*, Allen; *L. P. Foster*, Moore; *Mary Dunn*, Stevens. Several of these vessels made occasional trips to San Francisco, and even to Honolulu, but most of them were local traders.

A postal route was established on Shoalwater Bay in 1858, and Capt. James H. Whitcomb[63] carried the mail and passengers between Oysterville and Willapa with a line of sloops.

CAPTAIN RIDDLE
Fraser River Pilot, 1858

It is a noteworthy fact that in spite of the many thousands of people carried on overcrowded steamers and sailing vessels in 1858, not a single life was lost except in an accident to a cranky sailboat on the Fraser. The small plunger *Alcatraz*, in charge of Capt. H. Taylor, started up that river June 21st with thirty-two passengers who had just arrived from San Francisco on the steamship *Cortez*. One of the number lost a rocker overboard and asked the captain to jibe and enable him to recover it. The captain started to comply with his request despite the remonstrances of the others, and in coming round the overloaded boat was caught in a tide rip and capsized, drowning James McQuart, Messrs. Giron, Vachon, Ferre, Barrages, Fessier, Galliard, Eoisean, wife and child, and two others.

The ship *Lucas*, which was among the sailing vessels in the passenger trade, left Victoria, October 24th, with 175 disappointed gold-hunters aboard, and when off the Farallones, November 10th, encountered heavy weather and was wrecked. All hands were rescued by the United States steamer *Active*, Captain Alden, and were taken to San Francisco. The vessel and cargo were a total loss. The ship *Zenobia*,[64] which had been sailing between Alaska and San Francisco in the service of the Russian-American Ice Company for several years, was lost off Point Bonita in April, while attempting to sail in without a pilot. She was in command of Captain Tilden, was deeply loaded with ice and struck a rock with such force that she became a complete wreck.

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[60] Capt. Charles H. Jones of the *Wild Pigeon* is now living at Port Townsend, where he is harbormaster and chairman of the Puget Sound Board of Pilot Commissioners. He is a native of Maine, born in Eastport in 1835, and followed the sea for several years before going to Puget Sound on the revenue cutter *Jeff Davis*. After leaving the cutter he spent several years operating trading vessels on the Sound, among the best known of them being the sloop *Mary Ellen*, the schooner *Wild Pigeon*, and the sloop *Midnight Cry*. He also ran pilot for the Pacific Mail steamers for a short time.

[61] The schooner *Nanaimo Packet*, which was sailing this year under the British flag, was one of the pioneer American vessels on Puget Sound, having been built in 1854 and named the *I. I. Stevens*. Finding trade more profitable across the line, she went over and ran under her new name until 1871, when she was wrecked at Cypress Island. She was then purchased by Port Townsend parties, repaired and again sailed with American colors, this time as the *Nellie Martin*. During her career as a British vessel she spent many years trading along the north coast and met with some very racy experiences. She was commanded at various times by Allen, Coffin, Walker, and others.

[62] The schooner *Caroline* was one of the vessels with which the noted Jimmy Jones began his career. She was a remarkably fast sailer, and in 1859 made a round trip, Victoria to Port Townsend, Steilacoom, Nisqually and Olympia in less than four days. Jones continued running her until he secured the celebrated steamer *Jenny Jones*, when she was sold to a Victoria firm and continued in the local trade.

[63] Capt. James H. Whitcomb, the father of more steamboatmen than any other man in the Northwest, was born in Vermont in 1824, and crossed the plains in 1847 in company with his cousin, Lot Whitcomb, with whom he worked at Milwankie getting out the lumber for the pioneer steamer. His first steamboating was on the *Fashion*, where he ran as mate with Captain Van Bergen in 1856. In 1857 he went to Shoalwater Bay, and the following year carried the mail from Willapa to Oysterville in a small sloop. He continued in this trade for about twelve years, transporting mail, passengers and freight from all points on the bay with the famous sloops *Minerva* and *Pet*. On going to Shoalwater Bay in 1857 he took up the first claim filed on in that section. This included the present townsite of Willapa City. He occasionally retired from the water and lived on his ranch, but with the advent of the steamer *South Bend* on the bay he took command, running her for a year and a half, afterward going to the steamer *Montesano*, which carried the mail from Willapa to Sealand. He subsequently ran the steamer *Tom Morris* on the same route for two years, and was on the steamer *Chehalis* for a short time. From there he went to Gray's Harbor, where he ran the steamer *Governor Newell* in the postal service between Montesano and Peterson's Point. His last steamboating was on the *Mountain Buck*, towing on Shoalwater Bay. After leaving the *Mountain Buck* he retired from the water, and is now living at the home he established nearly forty years ago at Willapa City. With his sons, Captains Wes, William, George, James and Fred (the latter recently deceased), Captain Whitcomb formed a family group of steamboatmen not equaled in number or ability anywhere in the Northwest.

[64] Capt. H. B. Lovejoy, mate of the *Zenobia*, was for many years a well known pilot on Puget Sound. He was born in Maine in 1805, spent the early part of his life after leaving home in the Navy, and came to the Pacific Coast in 1849. After a short stay in the mines he began sailing out of San Francisco to southern ports. He was for several years master of the bark *Chalcedony*, a famous northern trader in her day, and in 1858 was in the service of the Russian American Trading Company, running between San Francisco and Alaska on the ship *Zenobia*. He continued in this service until the vessel was wrecked near San Francisco, when he went to Puget Sound and commenced piloting and steamboating. He died at Coupeville, July 6, 1872.

The pioneer steamer *Traveler* came to a sudden end in 1858, carrying five persons to a watery grave. She left Port Townsend, March 3d, for Port Gamble in command of Capt. Thomas Slater, with six white men and two Indians on board. The wind was blowing hard from the south, and the steamer anchored about six hundred yards off Foulweather Bluff to await better weather. As there were no signs of the storm abating, every one turned in soon after dark. About 10:00 P. M. the engineer was awakened by a heavy roll of the vessel. He rushed on deck, tried the pumps, and found that she was making water very fast. All hands were called and began bailing for life, but she settled so rapidly that their efforts were useless. The engineer, Mr. Warren, and the Indians, swam ashore, but the others remained with the steamer, which a few moments later sank with all on board. Those losing their lives were: Thomas Slater, captain; Truman H. Fuller, purser; a deckhand and a fireman; Mr. Stevens, a passenger. An attempt was made soon afterward to raise the wreck, but it broke away and sank in deeper water. The body of Slater was found on the bottom near the vessel, which at low tide was only partly submerged. At the time of the disaster the *Traveler* was carrying the mail under charter to the Government by William N. Horton of Olympia. She had been recently overhauled and was thought to be in good condition. Capt. Thomas Slater, who went down with the steamer, was the first man to establish regular communication on the Sound with sailing vessels, and as far back as 1852 he was running the sloop *Sarah Stone* on the mail routes there. Truman H. Fuller was the pioneer purser of Puget Sound, having been engaged on the *Major Tompkins* when she was wrecked three years prior to the loss of the *Traveler*. He afterward held the same position on the steamer *Constitution*.

YALE, B. C.
The Fraser River Metropolis during the boom of 1858

Other marine disasters in 1858, beside the wreck of the steamer *Sea Bird*, were the loss of the schooner *Phantom*, Captain Harris, off Point Ringold, March 12th, the schooner *John Stevens*, Captain Hamilton, which sprung a leak in the straits and was run ashore at Dungeness, December 4th, to save the lives of those aboard, and the schooner *A. Y. Trask*, which was wrecked on Protection Island. No lives were sacrificed in the last-mentioned disasters. The schooner *Emily Packard*,[65] from Shoalwater Bay, and the brig *Cyrus*,[66] from Steilacoom, were also lost during that year.

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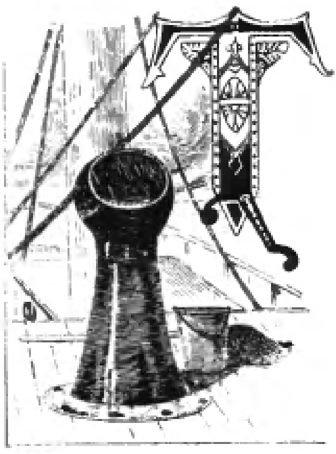
[65] The schooner *Emily Packard*, leaving Shoalwater Bay for San Francisco with a cargo of 2,500 baskets of oysters, was blown ashore during a sudden storm February 21st, becoming a total loss. The crew were all saved.

[66] The brig *Cyrus*, Captain Mitchell, sailed from Steilacoom, December 11th, laden with lumber for San Francisco. She got away from Port Townsend on the fifteenth but was six days beating out of the Straits, and as soon as she had cleared them ran into a heavy gale which rendered it necessary to heave to. A tremendous sea was running, and the cargo shifted in the hold and on deck, causing her to leak so badly that it was impossible to keep her free, so they ran for San Juan harbor. The next day they were unable to get out, and on the twenty-third a squall struck the vessel, and, her chain parting, she drifted ashore at the head of Port San Juan and became a total loss.

CHAPTER V.

1859, 1860, 1861.

First Steamboat on Upper Columbia — Steamers "Governor Douglas" and "Colonel Moody" Built at Victoria—Arrival of Steamship "Labouchere"—The First Lighthouse Tender—Steamer "Carrie Ladd" — Steamship "John T. Wright" Built at Port Ludlow — The Union Transportation Company—The "Enterprise," the First Steamer on the Chehalis River — San Juan Trouble—Puget Sound Lumber Fleet — Boiler Explosion on Steamer "Caledonia" — Schooners "Blue Wing" and "Ellen Marie" Destroyed by the Indians and Crews Murdered—Oregon Steam Navigation Company—A Cattle-power Boat on the Willamette—Steamer "Idaho"—Victoria Steamers "Henrietta," "Hope," and "Flying Dutchman" — Loss of Steamship "Northerner" — Wreck of the "John Marshall," "Consort," "Florencia," and "Nanette"—Sidewheeler "Enterprise" on the Sound as Opposition Boat—First Propellers Built in the Victoria District—Boiler Explosions on the "Cariboo" and "Fort Yale"—Steamers "Tenino" and "Okanogan"—Captain Taylor Brings the "St. Clair" Over Oregon City Falls—Loss of Schooner "Woodpecker"—Brig "Persevere" Founders Off Flattery—Fourteen Lives Lost on the Fraser.



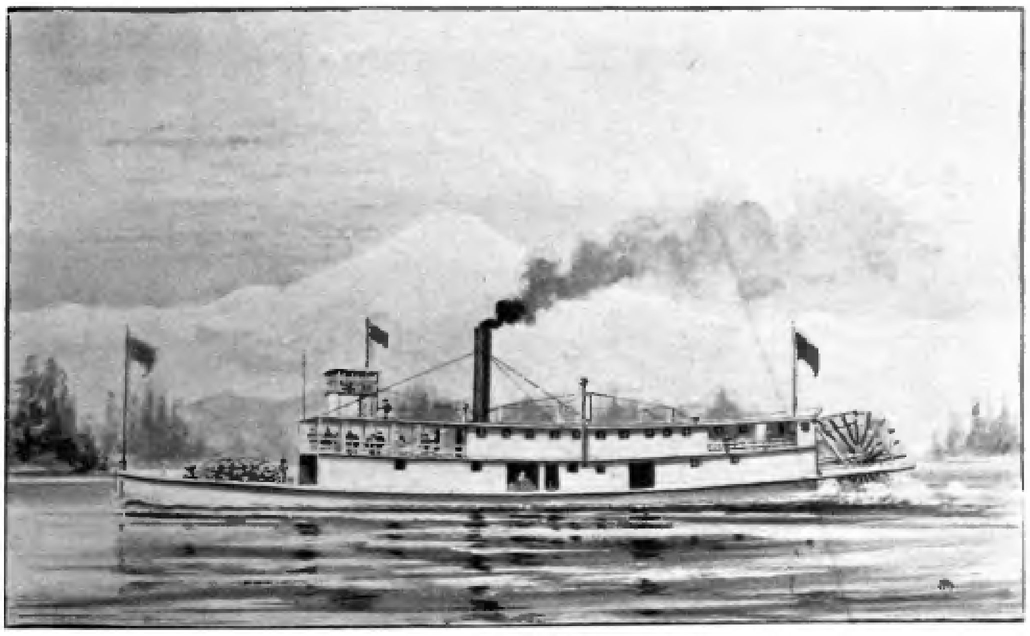
THE MARINE business of 1859 was in a large measure a continuation of the boom of 1858, and, while the steamers on the ocean lines did not keep up the record of the previous year, steam and sailing vessels in all the inland waters of the Northwest enjoyed a splendid season; new steamers were built, combinations were formed, and the foundation for more than one healthy fortune was laid during this period. Early in the year the *Colonel Wright*, the first steamer on the upper Columbia, commenced to run, opening up to settlement a vast domain that prior to this time was almost as inaccessible as the wilds of Africa. The *Colonel Wright* was launched October 24, 1858, at the mouth of the Des Chutes River, and, like most of the pioneers on the steamboat routes, made a fortune for her owners before others could interfere with the trade. She was built by R. R. Thompson and E. F. Coe, who have been mentioned as having Government contracts on the middle and upper river. They had been carrying freight for Fort Walla Walla from Celilo in bateaux at a rate of $100 per ton, and were induced by Colonel Jordan, the chief quartermaster, to construct the steamer. When she was completed they reduced the rates to $80 and made three round trips a week throughout the summer, taking full loads both ways and growing rich more rapidly than they could realize. The *Colonel Wright* made her first trip in April, 1859, and, by connecting with the Oregon Steam Navigation steamers on the middle and lower river, landed passengers in Portland thirty hours after leaving Walla Walla, a feat which was considered remarkable at that time. In May, 1859, the steamer made a reconnoitering tour fifty miles up Snake River, and in 1861 ascended the Clearwater to within two miles of the forks, accomplishing the down-stream run of over three hundred miles in less than twenty-four hours. Thompson and Coe made so much money with the *Wright* that

Robert R. Thompson

in the spring of 1860 they put the *Tenino* on the same route, afterward pooling both steamers with the Oregon Steam Navigation Company. The *Colonel Wright* was first commanded by Capt. Leonard White,[1] with Capt. E. W. Baughman, pilot. White received a salary of $500 per month and retained the position for several years. About 1863, after she came under control of the Oregon Steam Navigation Company, Captain Ainsworth concluded that the remuneration was excessive for a steamboat captain, and he was succeeded by Capt. Thomas Stump, from the Sacramento River, at a salary of $300 per month. Coe, Felton, and J. H. D. Gray also had charge of the steamer at different times. She made her last trip in the spring of 1865, in command of Capt. Thomas Stump, who attempted to take her above the Snake River rapids to Farewell Bend. She was eight days in making a distance of about one hundred miles, so she was headed down stream and returned to Lewiston in less than five hours, Captain Stump reporting his explorations as having been of no practical value; but he had taken a steamer farther into the heart of the regions lying to the east than any craft had ever gone before. This completed the achievements of the pioneer of steam navigation on the upper Columbia, and in August, 1865, she was broken up, her engines afterward being placed in one of Joseph Kellogg's steamers. The *Colonel Wright* was 110 feet long, 21 feet beam, and 5 feet hold.

CAPT. LEONARD WHITE

In British Columbia the first steamer built in the province for inland navigation commenced regular trips between Victoria and Fraser River points. This vessel, the *Governor Douglas*, was launched the previous year, but did not make her trial trip until January, 1859. She was followed in May by the steamer *Colonel Moody*, and later by the *Henrietta*, the latter boat having been set afloat in October and run under sail until the arrival of her machinery. The *Governor Douglas* was the first steamboat venture in British Columbia of that pioneer of the Columbia and Willamette, Alexander Sinclair Murray, and was also the craft which tempted another hero of early navigation in Oregon, Capt. William Irving, to sail under the British flag, where he and his son, Commodore John Irving, afterward made fame and fortune. The *Douglas* was launched in the fall of 1858, the machinery coming from San Francisco on the brig *Willimantic* in December. She was a good-sized sternwheeler, with sixteen-inch cylinders and six-foot stroke, and left Victoria on her first



THE "COLONEL MOODY"
Second steamer built in Victoria district

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[1] Capt. Leonard White was one of the first men in Oregon to devote himself to the navigation of its rivers. He possessed the rare faculty of successfully piloting a steamer in unsurveyed channels, and commenced running steamboats on the Willamette River in the early fifties, at which time the head of navigation was at Albany. He was not content to let it long remain so, however, and took his steamer to Corvallis without any difficulty, meeting with a grand reception on his arrival. The authorities presented him with a block of land in the city and were lavish in their promises of business. From that time river transportation to Corvallis was assured to the people of the town and country roundabout. Captain White determined to try the stream still farther up, though from this point it was rather narrow, crooked, rapid, and encumbered with driftwood and logs. Undismayed by these obstructions he took the steamer *Phenix* as far as Harrisburg in the fall of 1855. He remained on this steamer until the autumn of 1856, when he went to the *Canemah*, running her to Harrisburg, and was afterward pilot on the *Clinton*, which he took as far as Eugene on her initial trip to that point. He commanded different boats on the Willamette until late in 1858, when he was engaged as captain of the new steamer *Colonel Wright* on the upper river, named in honor of Colonel Wright of the United States Army, who was at that time superior officer of a military post at The Dalles. Captain White took the steamer up the Snake River as far as Lewiston, and was the first man to make a landing there. In the summer of 1863 he ran another steamer called the *Cayuse* above Lewiston, going as far as the mouth of the Grand Ronde River. In 1865 he opened navigation farther north and east on the Columbia than ever before. The pioneer craft in these waters was the steamer *Forty nine*, which he operated until his health failed, and toward the close of 1869 he went to San Francisco in the hope of regaining his accustomed vigor. Not obtaining relief he returned to Portland in 1870, and died in the early spring of that year. As a pathfinder in the unexplored waters of the Northwest, Captain White won for himself a lasting name in the annals of steamboating (see also steamer *Forty-nine*, 1865).

trip to Langley, January 27, 1859, with sixty passengers and 110 tons of freight. Soon after her completion, Irving, who was still interested with Murray, went over, bought out the wandering Scotchman, and took command of the steamer, Murray going to Australia to become one of the first steamboatmen in the Antipodes. Under the management of Irving, the *Douglas* was run at different times by Captains Tom Wright, W. I. Waitt,[2] William Moore,[3] and others. She gave good service, and made money until she was succeeded by the steamers *Colonel Moody* and *Reliance*.

CAPT. W. I. WAITT

The *Colonel Moody* was the eighth steamer to navigate the waters of the Fraser, although the second built for that trade, the others up to that time having been the *Sea Bird*, *Surprise*, *Umatilla*, *Enterprise*, *Maria*, *Eliza Anderson*, and *Governor Douglas*. The *Moody* was owned by the British Columbia Navigation Company, the name under which Irving and Murray operated their steamers. She was launched at Dead Man's Point, May 14, 1859, and was 145 feet long, 27 feet beam, and 4 feet hold, with engines 16 x 72 inches. She was at first commanded by Irving, but was afterward in charge of Insley, Wright, and others. It was on the *Colonel Moody* that Capt. J. H. D. Gray,[4] afterward a prominent Oregon Steam Navigation Company captain, received some of his early steamboating experience. The *Moody* was faster than any of the steamers yet built for this trade, and she enjoyed a very profitable business until reinforced by the *Reliance*.

In January Victoria received the most important addition to her steam fleet since the arrival of the *Otter*, the steamship *Labouchere*,[5] which came out

CAPT. WILLIAM MOORE

CAPT. J. H. D. GRAY

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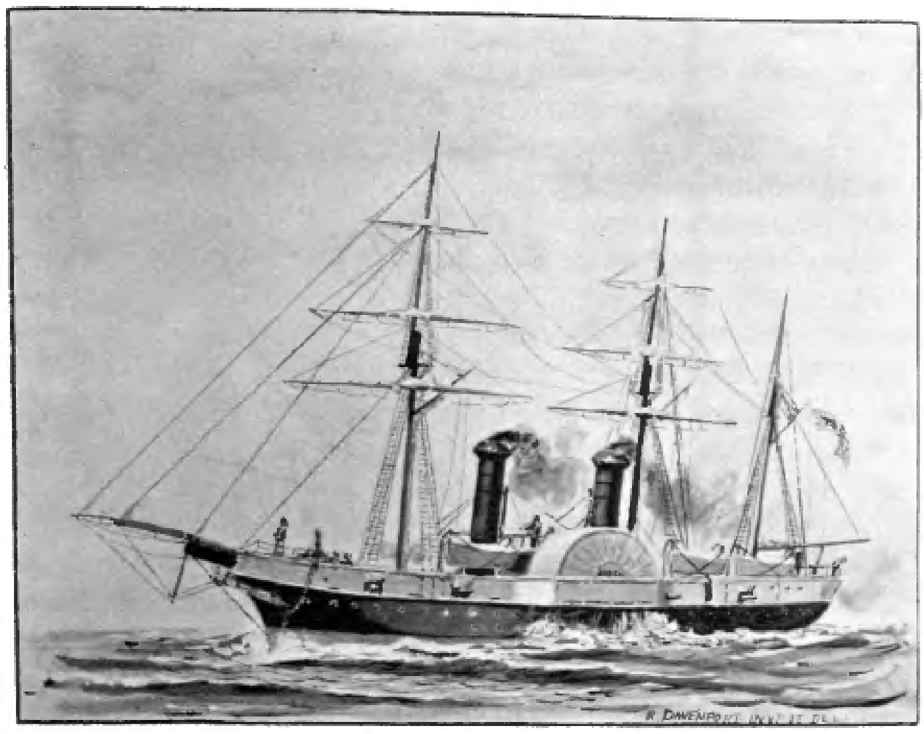
[2] Capt. William I. Waitt arrived on the Fraser River in 1858, and since that time has always taken a prominent part in steam navigation on Puget Sound and British Columbia waters. He has commanded the steamers *Wilson G. Hunt*, *Eliza Anderson*, *North Pacific*, *Olympia*, and in fact all of the old-time fleet. After leaving the mail boat he ran for a long time as Puget Sound pilot on the Pacific Coast Steamship Company's vessels, and for the past seven years has been running on the West Seattle ferry. Captain Waitt, in his long career on the Sound, has been an active participant in some of the great steamboat races and in the bitterest opposition that ever occurred on the Coast. He is a native of Maine, but came West when quite young.

[3] Capt. William Moore, better known as "Bill" Moore, who has always been an interesting figure in British Columbia marine circles, was born in Hanover, Prussia, and, after following the sea for a number of years in various parts of the world, arrived at Queen Charlotte's Island in 1852 on the brig *Tepic*, a celebrated old-time opium smuggler. He continued boating in this vicinity with sailing vessels until 1859, when he built the steamer *Henrietta*, which he ran for two years, and then constructed the *Flying Dutchman*, with which he undertook the first trip ever made by a steamer on the Stickeen River, going up with a barge and 125 passengers during the mining excitement in 1862. The steamers *Alexandria*, *J. W. Moore*, *Gertrude*, *Western Slope*, and *Teaser*, all of which were run as opposition steamers on British Columbia routes, were later results of his enterprise. In recent years Captain Moore has spent considerable time exploring the mining districts of the Yukon River. His steamboat career in the Northwest has been racy and interesting enough to fill a large book, as a few of his exploits mentioned elsewhere will attest.

[4] Capt. J. H. D. Gray, a son of the pioneer William H. Gray, first saw the light at Lapwai, Idaho, March 20, 1839, having been the first male white child born west of the Rocky Mountains. When a young man he went to the Fraser River and there entered the steamboat business as mate and pilot on the *Colonel Moody* in 1860. He ran the steamer *Maria* on Harrison Lake for a short time and then went to the upper Columbia and served as mate on the steamer *Tenino*. He was soon given a command, and was master on the various steamers of the Oregon Steam Navigation Company on the navigable portions of the upper Columbia and Snake. Going to the lower river, he bought the *General Grant* and operated her between Ilwaco and Baker's Bay, the *Grant* being the first steamer on this route. He was also interested in building the *General Miles*, which was used for a while as a tug on the Columbia River bar and took an active part in the development of Gray's Harbor. When the *Queen of the Pacific* stranded at the mouth of the Columbia, Gray went to the rescue with the *Miles* and a lighter, on which he placed the *Queen's* anchor and towed it to deep water, where it was dropped with a twelve-inch cable attached, enabling the men on the ship to get a strain on it and keep the *Queen* from working farther up on the bank. For this service Captain Gray was awarded $5,000 salvage. He retired from the water several years ago and is at present living in Astoria, where he holds the office of Judge of Clatsop County.

[5] Capt. J. W. Keene of Skagit City was one of the arrivals on the *Labouchere*, where he remained until 1863, when, his apprenticeship expiring, he left her and went to the Cariboo mines. In the fall of that year he bought an interest in the sloop *Red Rover* and commenced trading along the Coast. He continued in this business with various sloops for several years, carrying passengers between Victoria, Port Townsend and other points on the Sound, and occasionally piloting vessels to the mill ports. In

from London and entered the Hudson's Bay Company's service along the northern coast. The *Labouchere* was built at Green's, Blackwall, London, in 1858, and left for her long trip to the new Northwest in the fall of that year, arriving at her destination early in 1859. She was a sidewheel steamer of 680 tons net register, and was two hundred and two feet in length, twenty-eight feet beam, and fifteen feet depth of hold, fitted with oscillating engines of about one hundred and eighty horse-power. Captain Trivette, who afterward brought out the steamer *Princess Royal*, came in command of the *Labouchere*, and W. A. Elliott was second engineer, taking charge of her engines on the arrival of the vessel at Victoria. Soon afterward the steamer went into the coasting business, trading with the Indians for the Hudson's Bay Company. When she sailed for the North on her first trip, her crew consisted of John Swanson, commander; James Ward, first officer; W. A. Elliott, engineer; Robert Williams, clerk; James Smith, boatswain; Peter Wilson, steward; George McKay, interpreter; seven able seamen, six firemen, five woodcutters, carpenter, cook, trader, and two apprentices. The Indian of that period far outclassed his descendants in point of insolence and deviltry, and the men in charge of the steamer had some decidedly racy experiences on their cruises beyond the pale of civilization. On one occasion the Tako Indians went so far as to take possession of the vessel and threaten the lives of all on board. In one of the old steamer's log-books the following account of the trouble appears:


HUDSON'S BAY COMPANY'S STEAMSHIP "LABOUCHERE"

"At Hoonah, Saturday, August 2, 1862. Crew employed tending the gangways and trading. Indians very troublesome and numerous. From appearances expected a disturbance. At 10:30 Indians refused to trade sea-otter skins under a very exorbitant figure. At 11:00 A. M. lit fires and prepared to start. At 1:00 P. M. the chief of the lower village came on board, and all Indian women left the ship. After much discussion and anger, from the Sitka Indians especially, they refused to trade and forced the gangway, Captain Swanson and Mr. Compton each being seized by about thirty Indians armed with knives, guns and clubs, and were instantly disarmed, about three hundred savages rushing on deck. By order of the captain, the chief officer placed the men under arms with rifles, revolvers and swords, and succeeded in keeping the Indians aft at the point of the bayonet, but dared not fire as it would be the signal for the instant death of the captain and trader. Ordered the crew forward and trained two cannon aft loaded with grape and cannister, which enabled us, after much discussion and with great forbearance on the part of the crew, to effect a parley, and both sides agreed to discharge arms in the air, our men on the bridge and the Indians on the quarter deck. On the Indians giving two sea-otter skins and the chiefs expressing their contrition, many of them departed, taking the revolvers of the captain and Mr. Compton and retaining possession of them. To please the natives the captain and Mr. Compton entered the chiefs' canoe and paddled around the harbor amidst singing, etc. At 10:00 P. M. succeeded in getting rid of all of the Indians without violence by allowing the interpreter to go ashore with them for two or three hours."

On receiving a hint from the Hoonah chief that hostilities would be resumed the next day, the vessel stole away under full steam at three o'clock the next morning. The *Labouchere* continued in this trade until the latter part of 1865 or the beginning of 1866, when she was granted a subsidy of $1,500 a trip by the Crown Colony to carry the mails between Victoria and San Francisco. Captain Mouatt was then in command, and before starting from San Francisco she was extensively overhauled and repaired, over $30,000 having been expended on her hull and machinery. On her first voyage the vessel was lost at Point Reyes (see wreck of *Labouchere*, 1866).

W. A. ELLIOTT
Engineer Steamship "Labouchere"

CAPT. J. W. KEENE

Another important addition to the British Columbia and Puget Sound fleet was the steamer *Eliza Anderson*, built in Portland the preceding year and sent round in March, Captains Wells and Hustler going with her.

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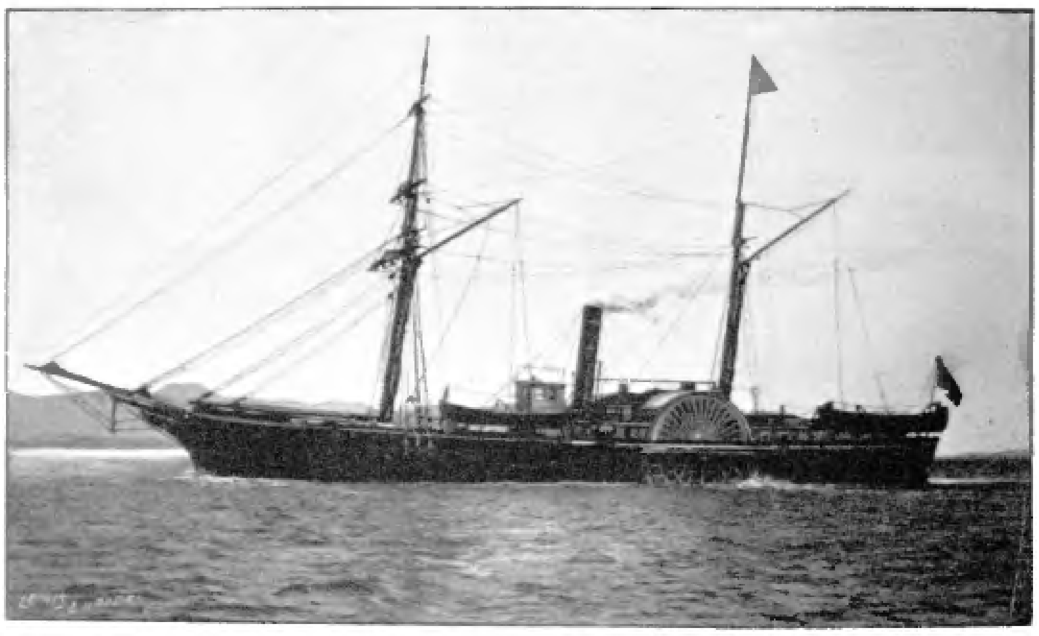
the spring of 1868 he took the schooner *Pioneer* to the Pribilof Islands on a sealing voyage. He was next master of the schooner *Northwester* running to Alaska, leaving her to pilot the United States steamer *Saginaw*, and from 1869 to 1879 was in the employ of the Government, five years of that period having been spent on the revenue cutter *Lincoln*. In 1879 he resigned and retired to a farm near Skagit City, but in the fall resumed his old vocation, taking the tug *Mary Taylor* from the Sound to Astoria. The following year he fitted out the steamer *Favorite* for the Northwest Trading Company and ran her for a year. He afterward served as master or pilot on the steamers *Evangel*, of which he superintended the building, *Eliza Anderson*, *Henry Bailey*, *Leo*, a steam schooner which he took to Alaska, and others. Since 1889 he has made frequent trips to Alaska in the Government service, his last employment having been with the *Richard Rush*, on which he was stationed in Bering Sea during the season of 1894.

Early in 1858 the United States steamer *Shubrick* arrived on the Sound and commenced a career of usefulness in the Government service which kept her name prominently before the public for thirty years. She came from the East to San Francisco in charge of Inspector De Camp and Capt. T. A. Harris, with J. M. Frazer,[6] first officer; T. S. Pickering, second officer; T. Winship, chief engineer; T. J. McNamara, second engineer; and W. H. Wiggins,* water tender. The *Shubrick* was the first lighthouse tender on the Pacific Coast, although she was called a revenue cutter when she first made her appearance in 1859. She was built in Philadelphia in 1857 of live and white oak, copper fastened throughout, was brigantine rigged, and mounted three cannon. Her dimensions were: length, one hundred and forty feet; beam, twenty-two feet; depth, nine feet; engine (single), fifty by forty-eight inches. On her first trip to the Sound, Capt. Frank West (now living in East Portland) took command, having been appointed by Capt. John De Camp, at that time Lighthouse Inspector for this district. In June, 1859, the steamer made a cruise to the Cascades with a number of army officers from Vancouver Barracks, headed by General Harney. The party reached Ruckel's Landing without accident, the old *Shubrick* carried them back to Vancouver, and they tell to this day that they went to the Cascades on the first, last, and only ocean-going steamship that ever penetrated so far inland on the Columbia. During her early career on the Sound and in other parts of the Northwest, the *Shubrick*, as local steamers were scarce in those days, in addition to her duties as revenue cutter and lighthouse tender, carried mail, freight, and passengers, and performed any other necessary work. After passing through the perils of the San Juan difficulty with spiked guns, the old *Shubrick* assumed a warlike aspect in 1862 when Victor Smith, Collector for the Puget Sound district, attempted to move the custom-house from Port Townsend to Port Angeles. The Townsend people objected to its removal, and having possession during Smith's absence refused to give up the papers. Lieutenant Wilson then trained the fierce twelve-pounders of the *Shubrick* on the Key City and threatened to wipe it out of existence unless the inhabitants capitulated, which they finally reluctantly did. A warrant was afterward issued for Smith's arrest, but, when the marshal went aboard to serve it, Lieutenant Wilson put him ashore, and the *Shubrick* steamed away. Smith afterward discharged the entire crew with the exception of Captain

WILLAM H. WIGGINS

CAPT. J. M. FRAZER



U. S. STEAMSHIP "SHUBRICK"
First lighthouse tender on Pacific Coast

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[6] Capt. J. M. Frazer was born in Kentucky, left home at the age of nineteen, and after following the sea for many years came to Oregon in 1858 on the old *Shubrick*, settling at Oregon City. He served for some time on the upper Willamette, and was also freight clerk at Oregon City for the People's Transportation Company. He finally made Portland his home, and for many years was in the employ of the Oregon Railway & Navigation Company. His last steamboating was on the *Enterprise*, which he left in 1889. He died at Portland, October 19, 1891.

* William H. Wiggins was born in New York City in 1833, and commenced his marine service on the Hudson River as cabin boy, while learning the trade of engineer, working on ferries and other steamers. He started for the Pacific Coast in 1857 on the United States steamer *Shubrick*, leaving her on arrival at San Francisco, and going to the *Orizaba* as water tender. In 1860 he was for a few months on the steamer *Pacific*, and afterward on the *Brother Jonathan*. He was then for a short time on the Sacramento River, a shipmate of Engineer Houston, who was lost on the *Pacific*, but soon went back to salt water as first assistant on the steamship *Shubrick* for a year, leaving her on Puget Sound, and on returning to San Francisco going as first assistant on the steamships *Pacific*, *Senator*, *Orizaba* and *Ajax*. When Holladay's line was sold to the Mail Company, he left the water and was employed in the San Francisco Mint for three and one-half years, at the expiration of which he joined the steamship *Dakota* as first assistant. He was afterward chief of the steamship *Dakota*, and of the ferry-boats *Antelope*, *J. M. Donahue*, *Tiburon*, *Ukiah* and *San Rafael*, remaining in the ferry service for about six years. Mr. Wiggins was one of the founders of the San Francisco Marine Engineers' Association, and has been an active member since its organization.

Selden [7] and Engineer Winship. The former continued in command until 1864, when he was relieved by Captain Scammon, who in turn was followed by Anderson, Moses Rogers, Jessen,[8] Kortz, Everson, and H. M. Gregory, who took charge in 1882 and ran her until she was condemned. Winship was the best known of the engineers on the old steamer, and was succeeded by Nightingale, Scott, Lord, and others. After over a quarter of a century of continuous work in the Northwest, the *Shubrick* made her last trip in December, 1885, and was taken to Mare Island and sold at auction March 20, 1886, to Charles Densbrow of San Francisco for $3,200.

CAPT. J. W. SELDEN

The steamship *John T. Wright* was built at Port Ludlow in 1859 by William Hammond, making her first trip in May, 1860. She was a sidewheeler, one hundred and seventy-four feet long, twenty-seven feet beam, and ten feet hold, fitted with engines from the burned *Sea Bird*. Soon after completion the steamer was taken to San Francisco, and ran on the Sacramento for a short time in command of Capt. William E. Bushnell,[9] who was in charge of the *Julia* when she first appeared on the Sound, and was subsequently sold to parties who took her to China, where she burned soon after her arrival. The *Wright* was, with the exception of the *Eliza Anderson*, the first ocean-going steamer constructed on the Coast.

The finest sternwheeler yet built made her appearance on the Columbia and Willamette in 1859. She was named the *Carrie Ladd* in honor of the Portland banker's daughter, and will always be remembered for the important part she played in the organization of the Oregon Steam Navigation Company. The *Carrie Ladd* was launched at Oregon City in October, 1858. She was constructed by John T. Thomas* for Jacob Kamm, Capt. J. C. Ainsworth,

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[7] Capt. J. W. Selden was born in Maryland, July 29, 1832, and came to the Pacific Coast about 1856. In 1862 he was a lieutenant on the revenue cutter *Joe Lane*, and later on the *Shubrick*, stationed a part of the time on the Sound and the rest in San Francisco. In 1864 he returned East, coming out again in 1866 on the revenue cutter *Wyanda* from Baltimore, Md., arriving at San Francisco in December, after a tempestuous voyage of one hundred and eighty-one days. In 1869 he was detached from the *Wyanda* and given command of the revenue cutter *Lincoln*, in which he made a trip to Alaska. From the *Lincoln* he was ordered to the *Reliance*, a topsail schooner, which was afterward sold in Sitka and renamed the *Leo*. He remained with her several months and was then put in charge of the steamer *Oliver Walcott*, which was his last vessel. While in the Government service he never lost an opportunity to render such assistance as lay in his power to mariners running on the Sound, and freely gave them the benefit of the knowledge acquired through his superior opportunities for observing the effects of tides and obstructions to navigation in channels seldom traversed by other seafaring men. He died in Seattle, March 16, 1888.

[8] Capt. G. M. Jessen was born in Germany in 1840, and went to sea at the age of fourteen. He came to the Pacific Coast in 1860, arriving at San Francisco on a sailing vessel. He was finally given command of the *Shubrick*, after a long term of service on the vessel, and subsequently spent several years as bar pilot on the ocean steamships running between Portland and San Francisco. When these pilots were dispensed with, Jessen took the *Wilmington* and ran her during the early part of the notorious Dunbar *régime*. After leaving this vessel he went to the steamship *Empire*, in the coal trade between San Francisco and Nanaimo, and a short time ago took charge of the *Willamette*, where he still remains. Captain Jessen ran on the Humboldt line for two years and has commanded steamers on nearly every northern route out of San Francisco.

[9] Capt. William E. Bushnell was born in Norwich, Conn., in 1822, and began his marine career at the age of thirteen, running on a small coasting steamer owned by his father, plying between Norwich and New York. He continued on his father's vessels until he reached the position of master, and then made a trip to Valparaiso with Capt. Edward Waterman. Soon after his return he joined a New London whaler and spent three years on a cruise, reaching home about the time of the gold excitement in California, and uniting with the Hartford Union Mining & Trading Company, an organization which included one hundred and twenty-two young men, each of whom subscribed $300. With their combined capital they purchased the ship *Henry Lee* and loaded her with general cargo for California, Captain Bushnell coming out as second mate. The party arrived at San Francisco, September 13, 1849, and subsequently established a store in Sacramento. After a brief visit to the mines, Captain Bushnell returned to the river and secured a position on the steamer *Senator*, leaving her in 1851 to go to the *Antelope*, on which he served as pilot and master until 1854, narrowly escaping serious injury twice on the latter steamer. In 1853, when the *Antelope* took fire, Captain Bushnell was overcome by the heat while engaged in throwing water on the boilers to generate steam to extinguish the flames, and on another occasion, when the boat was in collision with the *Confidence*, he courageously forced his body into the breach made and kept the water out until the steamer was beached. In 1855, when the Honduras Mining & Trading Company was organized, Captain Bushnell was sent to Honduras to look after the interests of the company, but soon afterward went to New York, meeting John H. Scranton, who engaged him to go to Puget Sound to take command of the new steamer *Julia*, which position he assumed on his arrival at Victoria, retaining it a year, receiving while in this service the first pilot's license issued in the Puget Sound district for the Sound, Gulf of Georgia and the Straits of Fuca. He commanded the *Julia* during the San Juan difficulties, and carried many Government officials and troops between the mainland and the scene of the dispute. When the steamer *John T. Wright* was sent to San Francisco, Captain Bushnell was appointed master, and ran her for a year, leaving in 1861 to enter the San Francisco ferry service, where he has since remained.

WILLIAM NIGHTINGALE

*John T. Thomas, who built several of the most prominent vessels of the pioneer steam fleet on the Willamette River, was born in England in 1808, and came to America with his parents when ten years of age. His father was appointed superintendent of construction at the Washington Navy Yard by President Monroe, the Naval Board at that time consisting of Admirals Rogers, Decatnr and Porter. Young Thomas was educated at the Naval Academy in Blandensburg and in due season entered the navy as a midshipman, but when about to depart for a long cruise his father secured his release from the department, and he became a draughtsman and contractor for river boats. He came to Oregon in 1850. and the following spring built the steamer *Hoosier* and afterward draughted and built the steamers *Canemah*, *Wallamet* and *Shoalwater*. He also constructed the steamers *Carrie Ladd*, *Senator*, *Fannie Patton*, *Success*, and many others. He died in Portland, March 29, 1890, aged eighty-two years. His son, W. R. Thomas, has followed steamboating for many years on the Columbia River and Puget Sound.

and the proprietors of the steamers *Jennie Clark* and *Express*, each party owning a one-fourth interest, although Kamm was in reality the largest stockholder, as, in addition to his individual share, he was half owner in the *Jennie Clark*, which represented a fourth in the *Carrie Ladd*. Her engines were bought in Wilmington, Del., and were sixteen by sixty-six inches. She was fitted up in first-class style, and on her trial trip February 9, 1859, in command of Ainsworth, made the run to Vancouver in one hour twenty-five minutes, to the Cascades in five hours forty-four minutes, and back to Portland in four hours thirty-eight minutes, a speed which was considered very rapid in those days. The steamer was originally intended for the Oregon City trade, but shortly after her completion the Union Transportation Company, the forerunner of the mighty Oregon Steam Navigation Company, was formed, and the *Carrie Ladd* secured the largest share given to any one steamer in that pool. Having excellent power she found no difficulty in going to the very foot of the rapids at the Cascades. When the *Julia* was brought from the Sound there was a brief spell of opposition on the Cascade route, which was soon ended by the purchase of the *Julia*; and, in the lively days of steamboating in the early sixties, the two steamers ran there alternately, each carrying from two hundred to three hundred passengers at a trip. In 1862, while in command of Capt. James Strang, the *Carrie Ladd* struck a rock near Cape Horn and sank. The passengers were rescued by the *Mountain Buck* and taken to the Cascades. The steamer was afterward raised and resumed her trips, but the tremendous amount of work to which she was subjected during her early career had weakened her, and in 1864 she was converted into a barge. Her engines were used in the *Nez Perce Chief* and her boiler, in after years, in the *Mountain Queen*. As will be seen by the accompanying engraving, the *Carrie Ladd* was similar in many respects to the sternwheelers of the Oregon Steam Navigation Company which followed her. She was the nearest approach to a modern river steamer that had yet appeared on the Coast. Her dimensions were: length, one hundred and twenty-six feet; beam, twenty-four feet four inches; depth, four feet six inches. The Union Transportation Company, formed in 1859 by Captain Ainsworth, Jacob Kamm, Capt. Richard Hoyt, Capt. Richard Williams, and others interested in the river steamers then in operation, was more in the nature of a pool than anything else, and secured good results as long as it existed.

CAPT. WILLIAM E. BUSHNELL

On the upper Willamette the steamer *St. Claire* was built by Green C. Davidson and John Davis at Ray's Landing to run opposition to the *James Clinton* and the *Yamhill*. Her owner operated her a few months and then consolidated with the Yamhill Steamboat Company, which was composed of J. D. Miller, E. B. Fellows, George La Rocque, Albert Epperly, John B. Piettete, and Thomas R. Fields. The company was capitalized at $12,000. The *St. Claire* people received three-twelfths of the stock, and the boat was laid up. The *St. Claire* never amounted to much, and her chief claim to distinction is that she is the only steamboat that was ever successfully sent over the falls at Oregon City. This feat was accomplished in 1861 with Capt. George W. Taylor in command.

JOHN T. THOMAS

On the Fraser River and Puget Sound, steamboating was good all through the year. In addition to the new steamers, the *Wilson G. Hunt* returned in June, and the *Constitution*, *Enterprise*, *Maria*, and *Otter*, were running regularly. The tugs *Resolute* and *Ranger No. 2* were towing, and the old *Beaver* took a few vessels in and out of British Columbia ports. The steamship *Forwood*, which arrived at Victoria from England by way of San Francisco, entered the coasting trade, but after making a few trips to San Francisco abandoned the field. The *Forwood* was a British tramp steamer of seven hundred tons burden, two hundred feet long, twenty-six feet beam, sixteen feet depth of hold, and was in command of G. P. Lock; D. McKay, first officer; W. G. Lock, second officer; H. C. Lock, third officer; George Greives, chief engineer; Robert Hill, assistant; J. Mair, purser; William Ray, steward. While passing through the Straits of Fuca on her third trip from San Francisco to Victoria a quantity of gunpowder, used in firing salutes, exploded, killing H. C. Lock and William Ray.

The ocean business was performed by the steamships *Northerner*, Captain Dall, the *Pacific*, Captain Patterson, *Panama*, French and Dall, *Columbia* and *Brother Jonathan*, the latter arriving on her first trip under the old name in March. Since her serious difficulty while bearing the name *Commodore*, the California Steam Navigation Company had expended $37,000 in repairs. She started out in charge of Capt. George W. Staples, and in the service of the Columbia Steam Navigation Company secured a large business on the Northern route during the Salmon River mining excitement, carrying from 700 to 1,000 passengers at a trip. In 1862 she ran from San Francisco to Portland in sixty-nine hours, which at that date was the best time on record. After Staples was killed in Portland, De Wolfe commanded her most of the time. On June 14, 1865, she collided with the barkentine *Jane A. Falkenberg* in the Columbia River, receiving injuries which it is claimed had much to do with her unseaworthy condition when she met her fate a few days later (see steamship *Commodore* and wreck of *Brother Jonathan*). The *Columbia* ran only as far north as the Columbia River, but the others touched at Victoria and all of the Sound ports. The *Cortez*, Captain Huntington, also made several trips to the Columbia. While the fleet of ocean steamships did not compare with that of the previous season, yet all that were running proved profitable. Victoria had come to the front as a marine center within the year, and the *Colonist*, in setting forth the importance of the city, mentions among the vessels in port, June 25, 1859, the steamers *Otter*, *Governor Douglas*, *Caledonia*, *Colonel Moody*, and *Eliza Anderson*, the ships *Thames City*,[10] *Carnatic*, *Eliza*, and *Ella*, barks *Euphrates*, *Carrie Leland*, and *Cæsar*, brigs *Kate Foster* and *Hamburg*, steamship *Forwood*, and the Government vessels *Tribune*, *Satellite*, *Pleiades*, and *Plumper*.

CAPT. GEORGE W. TAYLOR

In the fall of 1859 the *Enterprise*, one of the pioneers on the Fraser, was taken to Gray's Harbor by Capt. Tom Wright, who is still disgusted with the outcome of this move. After snagging the steamer three times, he finally reached the headwaters of the stream, and, when one of the four settlers who comprised the enterprising population which needed steamboat transportation so badly charged him fifty dollars for a small quantity of butter and eggs, he abandoned the boat and returned to the Sound overland. The *Enterprise* afterward made a trip down the river with some troops and Government freight, for which Wright received a very handsome sum, but not enough to recoup him for the losses suffered by taking her away from a good field to a wilderness where there was next to nothing. The steamer was eventually dismantled and the machinery transported overland to the Sound. Her career was a notable one, and she is said to have received more money for a single run than any steamer ever operated on the Fraser, having been paid $25,000 for a special trip to Murderer's Bar and return. Another steamer which left Victoria this year was the little *Leviathan*, which was purchased by some Astorians and taken to the Columbia, where she was operated by Sam Sweeny* and Irving Stevens. She attempted the Portland and Astoria run as a passenger steamer, but was too small and slow. In the spring the steamer *Julia*, which had been taken to the Columbia the year before, was brought back to the Sound by Capt. Thomas Mountain. She was put on the Victoria route, and ran there for a few months in command of Captain Bushnell. The United States steamship *Massachusetts* was on the Sound the greater part of the year, and was borrowed for a few trips by Capt. J. M. Hunt while his own mail steamer was disabled.

An international war cloud hovered over the waters of Puget Sound and British Columbia for a few months in 1859, calling for the presence of several war vessels of the nations interested. The trouble has its place in the world's history under the title of "The San Juan Dispute," and was caused by a misinterpretation of the boundary decision of 1846. Some features of the point then at issue had been wrangled over by Vancouver and Quadra nearly seventy years before, and the contentions of Great Britain were at that time far from pleasing to Spain; but she was not strong enough to assert her rights, and the Spanish claims in the Northwest were subsequently ceded to France. Napoleon was too fully occupied with the solution of European complications to successfully develop and protect the French holdings in America, and the Louisiana purchase transferred the boundary contention to the United States, with the vast region, the Northwestern limits of which included the disputed territory. The discoveries made during the early explorations of the Spaniards, and of Vancouver, provided a basis for the treaty of 1846, and the line between the United States and the British dominions was fixed at the forty-ninth

CAPT. IRVING STEVENS

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[10] The *Thames City* was an emigrant ship and brought out many passengers on this trip. Among them was a genius who edited a weekly paper on the voyage, presenting incidents of life on board in rhyme. The complete file is now in possession of Capt. George Roberts of Victoria. In describing the departure from London, the bard says:

> A ship once sailed on a voyage long, with sixscore soldiers, stout and strong,
> With married women thirty-one, thirty-four children plump and young.

* Samuel Sweeney was born in England in 1824, and came to California in 1850, working on the Panama steamers for two years. He went to Shoalwater Bay in 1852, and commenced sailing plungers from Ilwaco to Astoria that year. He was one of the first to engage in the oyster trade, and, before taking the *Leviathan* around, ran plungers between points on the bay. one of the first to engage in the oyster trade, and, before taking the *Leviathan* around, ran plungers between points on the bay. He operated the *Leviathan* four years and then sold her, and continued in the oyster and fish business with sailing vessels. He has been off the water for several years and is now living at Ilwaco.

parallel. On the discovery that the extension of this line to the Pacific included a portion of Vancouver Island within the confines of the United States, the wording of the treaty was altered, defining the boundary as follows: "Westward along the forty-ninth parallel of north latitude to the middle of the channel which separates the continent from Vancouver Island, thence southerly through the middle of said channel and of Fuca Straits to the Pacific Ocean." Unfortunately for the peace and quiet of both American and English dwellers in that vicinity in 1859, there were two channels between Vancouver Island and the continent, England claiming that Rosario Straits, next to the mainland, was the channel referred to in the treaty, and the Americans asserting that the Canal de Haro, west of San Juan Island, was the one contemplated. The Hudson's Bay Company had occupied this island for a number of years, using it principally as a sheep ranch, and the immediate cause of the dispute in 1859 was a quarrel between some of their men and an American living on the island. General Harney ordered a company of soldiers to the scene, and England offset this action by sending the man-of-war *Satellite*, Captain Prevost, to guard her interests. The affair created much excitement on both sides of the border, and before it was settled the British war vessels *Plumper*, *Ganges*, *Tribune* and *Satellite*, and the American vessels *Massachusetts*, *Active*, *Jeff Davis* and *Shubrick*, were in the neighboring waters, prepared to uphold the rights and dignity of their respective countries. General Scott was dispatched from Washington to attend to the American side of the case, and Commander Prevost of the *Satellite* represented the British claims. After a careful inquiry into the matter, Great Britain gracefully receded from the position she had taken, and San Juan Island became the undisputed property of the United States.

CAPT. JOHN DOLHOLTE

Notwithstanding the fairly good steamboat facilities on the Sound, sailing vessels continued to increase in number, and all were kept busy. The celebrated Capt. "Jimmy" Jones was running the schooner *Caroline* between Victoria and Olympia, and occasionally made very fast time. Including stops at Steilacoom, Nisqually and Bellview, he sailed one round trip in four days. The *Eclipse*, Captain Barrington, the *General Harney*,[11] Captain Roeder, and nearly forty other craft of similar size, were plying the Sound and along the coast of Vancouver Island, among the more familiar being the *Victoria Packet*, which six years later was scuttled by the Cowichan Indians, who murdered the crew; the *Surprise*, wrecked in Barclay Sound a decade later; the *Royal Charlie*, whose crew were subsequently massacred by the savages; the *Black Diamond*, which a quarter of a century afterward narrowly escaped making serious trouble between Great Britain and the United States by her sealing escapade. The *Francis Helen*, Captain Ray; the *Wild Pigeon*, Captain Saunders; the *Elizabeth*, Captain Melvin; the *Cadboro*, Captain Harris; the *Langley*, Captain Dolholte;* the *Harriet*, *Island Queen*, *Kossuth*, *Lallah Rookh*, *Lizzie Roberts*, *Matilda Heron*, *Laura*, *Mary Ann*, *Morning Star*, *Nevada*, *Pronto*, *Rover*, *Reporter*, *Surprise* and *Wild Duck*. The schooner *D. L. Clinch*, Captain Bunker, distinguished herself by taking away the first cargo that left British Columbia for a foreign port. She sailed from New Westminster in December with sixty thousand feet of cabinet wood and fifty barrels of cranberries, consigned to San Francisco. The schooner *Towanda* was running between Victoria and the Sandwich Islands, in command of Captain Keller, one of the old school who is still sailing the ocean. The lumber business of Puget Sound had assumed large proportions, and the fleet arriving at Victoria and ports on the Sound with cargo all loaded lumber for the return trip, Teekalet, or as it is now called Port Gamble, doing the largest share of the business. The fleet in this traffic for the year included among others the ships *King Phillip*, Captain Rollins; *Arab*, Captain Eldridge *Amos Lawrence*, Captain Nickerson; *Horsburgh*, Captain Oakes *Georges*, Captain Slatter; *Morning Glory*, Captain Hobbs; *Crest of the Wave*, Captain Nickerson; *Alice Thorndyke*, Captain Thorndyke; *Thames City*, Captain Glover; the barks *Frowning Beauty*, Captain Smith; *Fanny Major*, Captain Woodley;[12] *Hartford*, Captain Morgan; *Jenny Ford*, Captain Moore, and the brig *Sea Nymph*.[13] The bark *Senator* loaded piles at Sooke for Shanghai, and the bark *Iconium* spars and piles at Seabeck for the Amoor River. Several vessels were in the coal trade to Nanaimo and Bellingham Bay, the firm of Sinclair & Williams of San Francisco purchasing twelve thousand tons of Bellingham Bay coal at $12.50 per ton, and shipping it to the Bay City in sailing vessels.

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[11] The schooner *General Harney*, one of the historic craft of the Sound, had quite an eventful career. Her first work was carrying lumber from Utsalady to Port Townsend to be used in the erection of a Catholic church. On her arrival the priest received her with much ceremony, coming aboard to bless the vessel. She was next employed in moving guns and Government troops from Bellingham Bay to San Juan during the discussion of the ownership of that place. In 1860 Capt. H. H. Lloyd took command, and carried brick and lime from San Juan and stone from Port Orchard for the foundation of the Territorial University. She was next in the Victoria trade carrying cattle, and in 1862 Captain Goodell was placed in charge and ran her between Chuckanut and New Westminster as a stone transport until 1864, when Captain Tucker sailed her a while in the general freighting business. Captain Oberg next had her in the Seabeck and Victoria lumber trade, and was succeeded by Chris Williams. In 1872 Lloyd again bought an interest and operated her for the next ten years. In 1876 she caught fire with a cargo of lime and was beached in Appletree Cove. In 1873 most of the material used in the construction of the penitentiary buildings at McNeil's Island was transported on this schooner.

*Capt. John Dolholte, who was master of the *Langley* this year, is still living at Nanaimo, B. C. He was born in Norway in 1819, and began going to sea when a boy. In 1840 he left Norway for New York, and after spending eight years on the Atlantic Coast went to San Francisco in 1849. He commenced coasting on lumber vessels in the Northwest, and in 1853 bought a small schooner, ran her until 1857, and then took command of a lumber ship, which he subsequently left to go to the Fraser River mines, where he was unsuccessful. He eventually returned to Port Townsend and took charge of the schooner *Langley*, and afterward worked up a fine business supplying the war vessels at Victoria with coal, which he brought down from Nanaimo. Captain Dolholte continued in this vocation until 1861, when he went to Nanaimo and settled on the island known as Jacks Point. He had first visited this locality to store some goods which he could not dispose of during a trading expedition among the miners, and being pleased with the surroundings applied to the Government for a title, which he secured about ten years ago, afterward selling to the Vancouver Coal Company for several thousand dollars, but retaining a life lease in the property at a yearly rental of twenty-five cents. Captain Dolholte retired from the water several years ago, but still takes a lively interest in the development of the marine industry.

CAPT. WILLIAM J. WOODLEY

The British ship *Gomelza*, Captain Naunton, while loading spars in Hood's Canal, listed over during a gale and sank. She was raised without much difficulty by Captain Blinn, but before getting away with her freight was purchased by Captain Stamp of the Barclay Sound Mills. Her cargo cost originally about $3,600, and it brought fifteen thousand pounds in Spain. It included a flagpole one hundred and fifty feet long, which Stamp sent as a sample of the timber grown in Northwestern forests. The vessel was afterward renamed and ended her days as the *Somass*. In the fall the bark *Glimpse*[14] ran aground near the entrance to Victoria harbor and was sold to Henry Roeder, who repaired her at Port Ludlow and operated her for a short time afterward. Among the coasters of former years still running between San Francisco and northern ports were the *Ork*, *Live Yankee*, *What Cheer*, *Colonist*, *Langley*, *Persevere*, *Manlust* and *Nahumkeag*. An important addition to the fleet was the bark *Industry*,[15] which arrived from New York in command of Paul Corno, with general merchandise for Portland. The schooner *Faraway*,[16] Capt. George Trofutter, made a record for long passages, being out forty days from Astoria for Yaquina, and finally putting back to the starting point.

A good-sized vessel, the brig *Arago*, was launched at Coos Bay. She was built at North Bend for A. M. Simpson by a man named McDonald and entered the coasting trade, which she followed for several years. With the exception of the steamers previously mentioned this was the most important craft built in the Northwest in 1859.

The boiler of the *Caledonia* exploded November 2, 1859, while on a trip from Victoria to Fraser River, killing the fireman, Charles Green, and injuring Engineer Allen, Fireman Riley, Thomas Burrell, Thomas Alexander and Joe Lewis. Capt. James C. Halsey and five others escaped unhurt. The steamer was badly wrecked and drifted helplessly in the gulf for twenty-eight hours before she finally went ashore near Orcas Island. The hull was afterward repaired and the craft put in commission, but a few years later another boiler gave way, abruptly terminating the career of this pioneer.

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[12] Capt. William J. Woodley was born in Providence, R. I., in 1825, and commenced sailing on the Atlantic in 1837, remaining in the coasting trade for nine years and then sailing in deep-water ships until 1849, when he came to the Pacific and purchased the steamer *San Juan*, with which he traded along the southern coast. He then spent two years in the mines, and in 1852 took command of the schooner *Sierra Nevada*, which he ran to the Sandwich Islands, but, finding it impossible to build up a profitable trade, left that route and took charge of the brig *Wyandotte*, sailing to Humboldt for three years and then selling her in Valparaiso in 1856. The next two years he spent in the brig *George Emery*, plying to Humboldt, Coos Bay and the Columbia River, and in 1858 he purchased an interest in the bark *Fanny Major*, operating her in the Puget Sound and Mexican trade. Since that time he has been running North on the *Janette*, schooner *Dashaway*, brigs *Hidalgo*, *Colorado* and *Willimantic*. When the steamer *Olympia* was placed on the Humboldt route, he joined her as pilot with Captain Thorn. Since 1878 he has remained ashore the greater part of the time, and is at present living in San Francisco.

[13] The brig *Sea Nymph*, which arrived at Victoria this year, was twelve months on the way out from England. The captain and both of his mates drank heavily during the voyage, and they coasted all the way out, in order not to lose themselves. When off the coast of Mexico the passengers decided to relieve them of further responsibility and turned the navigation of the ship over to a lawyer named Courtney. He made a very fair success of the business, bringing her safely into the Straits, where she was met by a pilot. The owners of the vessel presented Courtney with his passage money, and Lloyds also remembered him substantially. From Victoria the brig went to Port Gamble for a cargo of lumber, and while there the captain had an attack of the "tremens" and shot himself in his cabin. The bark was then purchased by Capt. A. S. Murray for $8,000, and he loaded his new steamboat for the Antipodean rivers and started on his long voyage, a crowd of his friends going out to Esquimalt to see him off.

[14] The bark *Glimpse* was built at Newbury, N. Y., in 1856. After being released from the rocks at Clover Point she was put in the coasting trade, following it for thirteen years. In 1873 she was purchased by Henderson & McFarlane of New Zealand and registered under the British flag. They paid $12,000 for the vessel and operated her three or four years in the inter-colonial traffic. She was next sold to J. M. Dargaville, who ran her two years in the China trade and then sold her to Stone Bros., Dunedin, New Zealand. The new owners sailed her in the Australia and Puget Sound lumber business, where she continued until 1881, when she foundered 240 miles off the coast of Australia, while *en route* from Puget Sound to Melbourne. The captain, his son, two mates and the cook were drowned.

[15] The bark *Industry*, which arrived this year, was built at Stockton, Me., in 1858, by her master, Paul Corno, who had sailed the schooner *Susan Abigal* for a time and made a great deal of money. Finding this vessel too small, he went East and secured the *Industry*. With him as mate came M. D. Staples, who afterward became a well known bar pilot and tugboatman. Corno did a thriving business until the *Industry* was lost on the bar in 1865 (see wreck of *Industry*, 1865). She was a smart sailer of about three hundred tons, with the following dimensions: length, one hundred and eight feet; beam, twenty-seven feet; and ten feet six inches depth of hold. In her day she was looked upon as a good-sized vessel for the port of Portland, and in mentioning her return from a trip in 1864 the *Oregonian* says: "She came well freighted, and under the skillful management of Pilot Gilman had no difficulty in entering the Willamette, drawing twelve feet."

[16] The *Faraway*, built at Essex, Conn., in 1848, was one of the smallest schooners that came out from the East before the people on this coast began to build their own vessels. She was sixty-seven feet long, twenty feet beam, and six feet five inches hold, registering seventy-seven tons.

The small schooner *Rose of Langley* foundered in the Straits of Fuca, February 22d, and Alexander Hume and James Marshall were drowned. The schooner *Rambler*, Capt. A. J. Tuthill, sailed from Neah Bay, December 21st, consigned to William F. Walton & Co., San Francisco, with a cargo of oil, peltries, etc., which she had secured in a trading voyage north. No trace of the crew, consisting of four men, was ever found, but the vessel came ashore a few miles below the mouth of the Columbia during the following March.

The northern Indians, who two years before had murdered ex-Collector of Customs I. N. Ebey, were guilty of another dastardly crime in 1859, destroying two schooners and massacring their crews. The *Blue Wing*, owned by Ernest Schroter of Steilacoom, and the *Ellen Maria*, Captain McHenrie, left Steilacoom for Port Townsend, January 25th, and for months no trace of them could be discovered. In April an Indian reported at Steilacoom that a small vessel had been destroyed at Vashon Island and her crew killed; this rumor was followed up until the particulars of the horrible affair came to light. As the *Blue Wing* was passing the north end of Vashon Island she was attacked by a party of ten Indians and five squaws, who murdered the crew and plundered and scuttled the schooner. They afterward attacked the *Ellen Maria*, and Captain McHenrie ordered them away as they attempted to board the vessel, and when they refused to leave fired on them, killing a brother of Hydah Jim, the leader of the pirates, and wounding another Indian. The savages retreated, but returned at midnight while the schooner was lying at anchor, murdered all hands and burned the schooner. Another Indian outrage, which fortunately did not result in loss of life, was perpetrated on the brig *Swiss Boy*. The vessel, in command of Captain Weldon, sailed from Port Orchard for San Francisco, January 28th, sprung a leak January 31st, and put into Nitnat Sound intending to beach and repair. The next day she was boarded by several hundred Indians, who stripped every particle of rigging from the vessel, sent the mainmast over the side, pillaged the cabin and robbed the sailors of their clothing. The entire crew were held prisoners for several days, but finally escaped and reached Victoria on the schooner *Morning Star*, Capt. Hugh McKay. H. M. S. *Satellite*, which was lying at Esquimalt at the time, was sent to punish the miscreants. Some of the plunder was recovered, and the chief was arrested and taken to Victoria, much to the surprise of the natives, who had entertained the belief that the "George's men," as they called the English, would be much pleased to have them do away with a "Boston ship." Captain Prevost gave them some emphatic warnings against a repetition of the offense, and after a short term in the Victoria jail the chief was permitted to depart.

The American clipper ship *Northern Eagle*, a Newburyport vessel of 664 tons register, in command of Capt. Thomas McKinney, came into Esquimalt from San Francisco, September 21st, with about twenty tons of miscellaneous freight for Victoria, intending to discharge the next day and go to one of the Sound ports for lumber. That night she caught fire, was burned to the water's edge, nothing being saved from the wreck. It was surmised that the crew had a hand in the application of the torch, but it was not proved, and they returned to San Francisco on one of the ocean steamships. The bark *Mary F. Slade*, which had been added to the Balch & Webber line of packets during the year, was wrecked near Cape Mendocino, September 6th. She was *en route* to San Francisco from Steilacoom with a cargo of lumber, and was thrown on the beach in thick weather by a tremendous swell. The crew escaped, but the vessel was a total loss.

Paramount to all other marine enterprises which had been projected in the Northwest was the formation of the Oregon Steam Navigation Company, which, from the date of its inception in 1860, was a money-maker, and in a very few years the small fleet of what, in this day and age, would be called insignificant steamers, swelled into proportions that made that company the financial wonder of the generation in which it flourished. The original fleet was succeeded by magnificent ocean steamships and palatial river and sound steamers, any one of which cost more than the value of the entire fleet at the time of the organization of the company. Skillful management of the grand opportunities for business on the waterways of the Northwest accumulated the money with which one of the best paying railroad properties in the world was constructed. Nearly all of the pioneer steamboatmen of the Columbia and Willamette were interested to some extent in the Oregon Steam Navigation Company, but probably more credit is due to Jacob Kamm and Capt. J. C. Ainsworth[17] than to the others who were connected with the company at the start. Soon after the *Carrie Ladd* was built, Kamm and Ainsworth met in San Francisco, and while there discussed the situation in Oregon. Kamm had the mail contract on the Oregon City route, and his other partners, Abernethy & Clark, had the handling of a large amount of freight. The result of this consultation was a decision to attempt the consolidation of all of the steamboat interests under one management, in order to reduce the expense of operation and at the same time enable them to secure better rates. Kamm, Ainsworth and Gilman controlled the steamers *Carrie Ladd*, *Jennie Clark* and *Express*, and the first move was to charter the *Señorita* and the *Mountain Buck*. This gave them practically the control of transportation facilities on the Columbia and Willamette, an agreement having been made with Capt. Richard Hoyt of the *Multnomah* that he should have the Astoria route as long as he wanted it.

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[17] Capt. J. C. Ainsworth was born in Springborough, Warren County, Ohio, June 6, 1822, and on the Mississippi River received his first lessons in the profession which afterward made him famous. After becoming of age, he rose quickly to the position of pilot, and subsequently to that of master on a passenger steamer plying between St. Louis and up-river points. It was while in this service that he first heard of the gold discoveries in California and of the wonderful possibilities for labor and capital in that faraway land. He journeyed to San Francisco in 1850 with William C. Ralston, and soon after his arrival went to Oregon to take command of the *Lot Whitcomb*. His life in the Northwest from this time until he retired nearly thirty years afterward is inseparably associated with the marine pursuits with which this history deals, and to his thoroughly practical knowledge of all of the details of steamboating and his rare business judgment was due the marvelous success achieved by the great transportation company, in which he was the leading spirit from the time of its inception until it was finally merged into the Oregon Railway & Navigation Company. While Captain Ainsworth made for himself a reputation as a remarkable financier among the money kings on both sides of the continent, yet he always remained a firm friend of the laboring classes. Retrenchment, with him, never commenced with the reduction of salaries, and haggling over a few dollars with this or that man was a policy he despised. "Give the boys good salaries" was a sentiment which he always expressed, and the "boys," since grown gray in laboring for less appreciative masters, will never forget the kind-hearted employer who appreciated good service and acknowledged it in a substantial manner. As an indication of the regard in which Captain Ainsworth was held by the people of the upper country, from whom much of the revenue of the Oregon Steam Navigation Company was derived, an extract from an article published in The Dalles *Inland Empire* after Ainsworth had retired is herewith given: "He has been at all times a gentlemanly public servant, a

All of the important details having been perfected, the pool known as the Union Transportation Company was succeeded by the Oregon Steam Navigation Company. As will be seen, Kamm, Ainsworth and their associates had the arrangements in good working order below the Cascades from the beginning, and with little difficulty the steamers *Mary* and *Hassalo* on the middle river were brought into line, while a few on the lower river of lesser importance, like the *Independence*, were either coaxed or whipped in, completing the monopoly as far up as The Dalles. Above this point Thompson & Coe, with the *Colonel Wright*, were enjoying a monopoly of their own, which was paying dividends of a magnitude never equaled by a steamboat before or since; and, as the rush to the interior had already set in, they realized that they were in a position to dictate terms to the big corporation down the stream; for, at the best, it would be many months before the Oregon Steam Navigation Company could equip a steamer to run on the upper river. A generous allowance having been made for the advantages held by the up-river men, they were finally induced to consolidate, and on December 29, 1860, the Oregon Steam Navigation Company was incorporated at Vancouver under the laws of Washington Territory with the following named shareholders, each subscribing the amount of stock set opposite their names: L. W. Coe, 60 shares; R. R. Thompson, 120; J. C. Ainsworth, 40; T. W. Lyles, 76; A. H. Barker, 30; Josiah Myrick, 12; C. W. Pope, 4; Jacob Kamm, 57; J. M. Gilman, 4; George W. Hoyt, 3; Ladd & Tilton, 80; J. W. Ladd, 4; S. G. Reed, 26; Benjamin Start, 19; Richard Williams, 7; total, 542 shares. The superior value of that portion of the new line owned by Thompson & Coe was recognized by giving them a much larger block of the stock than any other faction. Ladd & Tilton, the bankers, had rendered some financial assistance to the owners of the steamers *Mountain Buck* and *Señorita*, and in this way secured an interest in the corporation in which the senior member of the banking firm afterward became quite a power. Two years after the Washington organization it was incorporated under the Oregon laws, with headquarters at Portland, October 18, 1862. The capital stock was placed at $2,000,000, divided into 4,000 shares, owned as follows: Bradford & Co., 758 shares; R. R. Thompson, 672; Harrison Olmstead, 558; Jacob Kamm, 354; L. W. Coe, 336; T. W. Lyles, 210; J. C. Ainsworth, 188; A. H. Barker, 160; S. G. Reed, 128; Ladd & Tilton, 78; Josiah Myrick, 66; Richard Williams, 48; A. N. Grenzebach, 52; J. W. Ladd, 48; J. M. Gilman, 44; P. F. Doland, 42; E. J. Weeks, 42; S. G. Reed, agent, 40; J. W. Ladd, 40; Joseph Bailey, 36; O. Humason, 34; J. S. Ruckel, 24; George W. Hoyt, 18; Ladd & Tilton, 16; J. H. Whittlesey, 8. The achievements of the Oregon Steam Navigation Company from this period until it was finally merged into the Oregon Railway & Navigation Company form an important portion of the marine history of the Northwest, and will receive due mention in the chronicles which follow. It immediately entered upon a career of marvelous prosperity, which never flagged from the time of its inception, and the company continued to grow in influence and wealth until, from the humble beginning made by the insignificant sternwheelers like the *Carrie Ladd*, the Oregon Steam Navigation Company and its successors had become a power in the money centers of two continents. Whatever may be said about the monopolistic features of the corporation, the fact remains that no similar company ever existed which was so successful in keeping the good will of the people. No worthy traveler was ever refused passage on the Oregon Steam Navigation Company's steamers because he happened to be penniless, and many a man was not only carried free but was given

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faithful custodian of the interests of his fellow-stockholders, and the most equitable and merciful of employers. In fine he has been a good friend to friends and a stern foe to enemies. His broad sense of justice has made him the object of an almost filial degree of affection from his employees, and, to his sagacity in making three voluntary reductions of freight rates without compulsion in five years' time, the growth and expansion of the eastern empire are largely attributable." Captain Ainsworth's friendship for his early companion, W. C. Ralston, lasted until the tragic death of the famous banker, and in this connection the following story was told in the San Francisco ***Examiner***: "When Captain Ainsworth and W. C. Ralston arrived in California they separated, Ralston remaining in San Francisco to engage in the banking business with Eugene Kelly, while Captain Ainsworth went to Oregon and began steamboating on the Willamette River. Each was successful, and one day Ainsworth saw a chance to increase his fortune if he could become possessed of $50,000 in cash. He wanted that amount very badly, so he went to San Francisco and called on his old friend, W. C. Ralston, for assistance. The details of the plan were outlined and the necessary money was promptly advanced on a sixty-day note. When Mr. Kelly returned from a trip East, he looked over the affairs of the institution and noted this transaction. He was much displeased with the loan and insisted upon its immediate recall. Ralston defended his action warmly but unsuccessfully, and some words passed between the partners. In the meantime Ainsworth had gone to Oregon, and the customary notice was delayed until the sailing of the next steamer. Ainsworth concluded the deal, cleaned up something like $100,000 and started the borrowed money homeward within a few days, and the vessel which carried the recall passed the money on its way to the bank. This transaction so angered Ralston that he withdrew from the partnership and opened the Bank of California." Before retiring from the Oregon Steam Navigation Company, Captain Ainsworth invested largely in real estate in Tacoma, and was prominently identified with the construction of the Northern Pacific between the Columbia River and Puget Sound. In 1880 he removed to Oakland, Cal., where he became interested in local banking, and subsequently exploited the famous watering-place at Redondo Beach, expending nearly $3,000,000 in transforming it into one of the finest seaside resorts on the Pacific Coast. Captain Ainsworth died at his home near Oakland, December 30, 1893, and few if any of the pioneers in the marine business of the Northwest have left a record which will prove more lasting or more creditable.

his meals as well. No ironclad rules prevented the pursers from using their own discretion in cases where an appeal to headquarters was temporarily out of the question, and no injustice was tolerated by the management. The first serious attempt at opposition encountered by the Oregon Steam Navigation Company was from the old steamer *Julia*, which was brought around from the Sound, but was temporarily disposed of with a subsidy and afterward bought outright. Colonel Ruckel built the *Idaho* on the middle river, but she was promptly absorbed, and opposition in this section ceased for quite a while. Jacob Kamm was appointed chief engineer of the company, and during his *régime* the steamers *Tenino, Okanogan, Webfoot, Celilo* and *Oneonta* were constructed. Capt. Lawrence Coe was appointed manager at The Dalles, and in 1863 went East and purchased the bark *W. A. Banks*, loading her with railroad iron and material for the portage railroad, among the cargo being two locomotives. Soon after his return, Coe sold his interests and went to San Francisco, where he has since resided. The new company entered business under very favorable auspices. Early in its existence the Salmon River gold excitement brought a horde of miners into the country, and the Oregon Steam Navigation Company reaped more of a golden harvest in transporting them than any of the treasure-seekers secured from the mines. The wonderful resources of the new Northwest were now becoming known as they had never been before, and the tide of immigration set in full and strong.

While the organization of the Oregon Steam Navigation Company late in the year was the most important event of 1860, the Willamette River boats and a few others whose owners did not immediately join their fortunes with the big corporation continued to find plenty of business. The steamers *Onward, Relief, Surprise* and *Elk* were running on the Willamette, with Theodore Wygant as Portland agent for all of them, while Captain Hoyt and his *Multnomah* remained undisturbed in the Astoria trade. The *Express*, in command of Capt. James Strang,[18] was on the Oregon City route, connecting with the Yamhill river steamer *James Clinton*. She met with disaster in the spring, sinking near Oswego, but was afterward raised with little difficulty and continued on the run. Steam vessels had been plying the waters of the Willamette and Columbia for fully a decade, when, in 1860, a genius at Corvallis decided that they were too expensive to operate, so he rigged a craft with treadmill machinery, and cattle and hay for motive power. Coming down stream on the first trip, the vessel ran or rather walked ashore at McGooglin's Slough, where she remained until the cattle had devoured nearly all the fuel. She was finally pulled off by the steamer *Onward* and paddled on down to Canemah, but did not have sufficient power to return, and the skipper was obliged to sell his oxen, and the scow subsequently went over the falls. This method of competing with steamboats has not been tried since. The steamer *Rival* was built at Oregon City by Capt. George Pease, who was her first master. Associated with him were the Dements of Oregon City. She was started on the route between that point and Portland, with the announcement that she had come to stay and keep the rates down, and was not put on with a view to being bought or run off, and her owners were willing to make long-time contracts at the rate of $2 per ton for freight and 50 cents per head for passengers between terminal points. The *Rival* made her first trip July 4th from Oregon City to Vancouver, carrying 700 passengers, a load which Captain Pease stated kept him breathing hard from the time he started until he saw them safely ashore. Captain Pease sold his interest in the *Rival*, two months after her completion, to Capt. J. T. Apperson, and from his hands she passed into the possession of the People's Transportation Company. The kind of freight handled a third of a century ago is shown in the following copy of the steamer's manifest, February 4, 1861: "515 boxes of apples, 27 packages produce, 29 boxes eggs and butter, 31 sacks and 66 cases of bacon, 6 packages furs, 1 case fruit trees, 2 bales merchandise, 10 coops chickens." While in the service of the People's Transportation Company, the *Rival* was in command of Capt. E. W. Baughman most of the time, and during her last days was used as a spare boat, to take the place of the *Senator* on the Oregon City route. The dimensions of the steamer were: length, 110 feet; beam, 24 feet; depth, 4 feet 8 inches.

CAPT. JAMES STRANG

The steamer *Idaho*, still running on Puget Sound, has probably retained her original shape longer and seen more years of actual service than any inland steamer that ever ran in the Northwest. She was constructed at the Cascades in 1860 for Col. John S. Ruckel, and naturally fell into the hands of the Oregon Steam Navigation Company, for whom she proved very profitable. She continued on the middle river long enough to wear out some of the handsomer steamers like the *Daisy Ainsworth* and *Oneonta*, which were built with money earned by the *Idaho*, and in 1881 she was piloted over the Cascades by Capt. James Troup, and, after being repaired and strengthened throughout, was sent around to Puget Sound the following year, where Capt. George D. Messegee was her first master. She was one of the pioneer Oregon Railway & Navigation Company's steamers on Puget Sound, and served on the various routes from Olympia to Victoria in a manner fully as acceptable as that in which she had performed her duties on the placid waters of the Columbia. During the boom days she earned large profits, and while on the middle river she was almost continuously in the command of Capt. John McNulty,[19] but after going to the Sound was in charge of nearly all of the captains in the service of the company in that district. When the Union Pacific succeeded the Oregon Railway & Navigation Company, and Capt. B. F. Pegram became superintendent of its water lines, the *Idaho* was laid up for a while, and then sold to Captain Hastings, who had reached the Sound in charge of the whaleback *C. W. Wetmore*. Captain Hastings had poor success, and it looked for a time as though the old packet would lose her reputation as a money-maker, but, when Capt. D. B. Jackson organized the Northwestern Steamship Company, he bought the *Idaho* and put her on the Port Townsend mail route, where she is still running and making better time than many steamers of less than one-third her age. The *Idaho* is a sidewheeler, one hundred and forty-seven feet long, with twenty-six feet beam and six feet nine inches depth of hold, engines sixteen by sixty inches.

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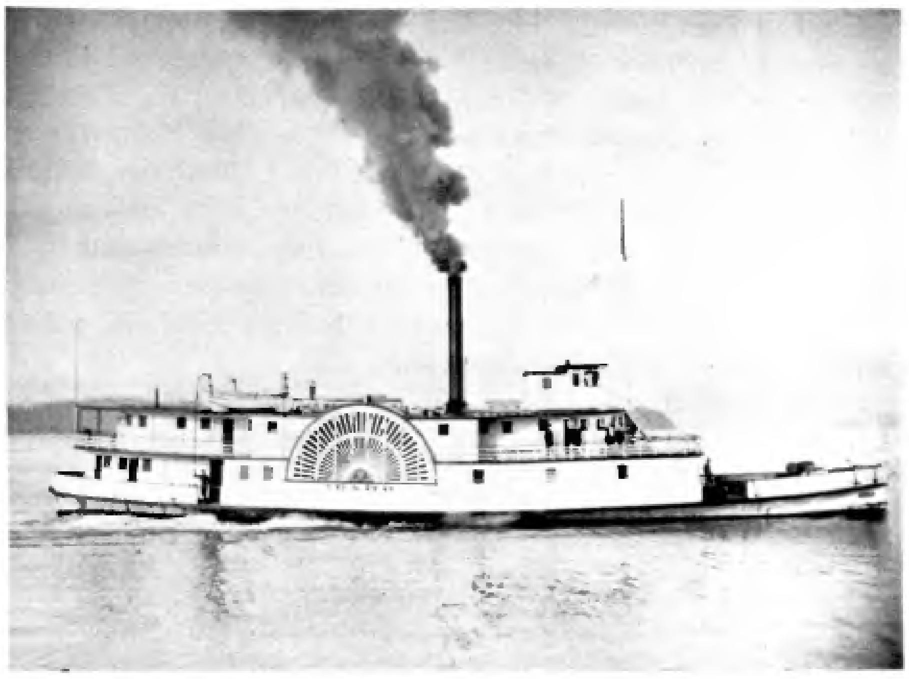
[18] Capt. James Strang was born in Carlton, Ill., April 28, 1826, and began steamboating on the Mississippi at a very early age. He came to the Pacific Coast in the fifties and entered the service on the Oregon City route early in 1857, running the steamers *Express* and *Jennie Clark*. From this position he went to the Oregon Steam Navigation Company and ran the steamer *Julia* to the Cascades and the *Fannie Troup* on the Cowlitz line. He remained with the company many years, serving on several of their steamers, and left their employ to become a branch pilot on the river, between Portland and Astoria. He continued in this vocation until the time of his death, July 5, 1890, when the genial old pilot passed away at his post on the bridge of the *City of Topeka*, which he was taking down from Portland. He was in apparent good health up to the last moment, and had nearly reached Tongue Point above Astoria with the steamer when the summons came.


Steamer "Idaho"
From a photo taken on her thirtieth birthday

Capt. John McNulty

The ocean steamships plying to the Columbia and Sound were the *Cortez*, Captain Dall; the *Northerner*, Capt. W. L. Dall; the *Oregon*, Capt. William H. Hudson; the *Santa Cruz*, Captain Staples; the *Pacific*, Captain Patterson; the *Brother Jonathan* and the *Panama*, the latter running to the Sound and Victoria for a portion of the year only. In November the *California*, in command of Capt. R. Whiting, was operated on the Portland and San Francisco route in opposition to the old line, with J. M. Breck,[20] who was purser on the *Northerner* when she was lost, as Portland agent.

The growing importance of the Victoria district was recognized this year by the appointment of a Government inspector, or superintending engineer, as he was then called. Thomas Westcott was the first to occupy the position, receiving his appointment in February, and on the seventh of that month the old steamer *Eliza Anderson* headed the record of inspection. Mr. Westcott tested her boilers, subjecting them to a pressure of forty-five pounds, and allowed her a license to run for a period of four months with a limit of thirty pounds of steam. The second steamer examined was the *Henrietta*, a small sternwheeler, which made her trial trip January 19, 1860, but was not inspected until some weeks later. The hull was built by William Moore in 1859, but through a delay in receiving the machinery her completion was delayed. The *Henrietta* was seventy-six feet long, with engines 8 x 26 inches. She was commanded by her owner and his son when she commenced running on the Fraser, but Capt. Asbury Insley,[21]

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[19] Capt. John McNulty was born in Dublin, Ireland, March 21, 1830. When a boy he went to sea, and after sailing all over the world landed in Portland in 1852, and on arrival began steamboating on the old *Fashion*. In 1860 he removed to The Dalles, and for over a quarter of a century ran the Oregon Steam Navigation Company and Oregon Railway & Navigation Company boats between there and the Cascades. His career has been exceedingly fortunate and singularly free from accidents. While in the Oregon Railway & Navigation Company's employ he piloted the *R. R. Thompson* over the Cascades and also brought over the large wharf boat which has been in use for so many years at Albina.

[20] John M. Breck was born in Philadelphia, April 19, 1828, and came to this Coast in the early fifties as purser on the old *Columbia*, the second steamship built for the California and Oregon trade. In 1852 he bought an interest in the steamer *Multnomah*, and was connected with various river boats until 1860, when he accepted a position as purser on the steamship *Northerner*, running between San Francisco, Portland and Puget Sound. After the wreck of the *Northerner* in January, 1861, he was appointed agent of the Pacific Mail Steamship Company at Portland, of which city he is still a resident, and afterward represented Holladay & Flint.

[21] Capt. Asbury Insley, one of the first navigators on the Fraser River, was born in Delaware in 1829 and commenced going to sea when a boy, running on schooners in the Gulf of Mexico. He next joined a Havana packet out of New York, remaining with her until 1848, when he began deep-water sailing. He was cast away in the Mediterranean in 1849, and in 1850 came round to San

Charles Millard, Ned Bullen and James Gerald afterward acquired an interest in the vessel, and Insley succeeded Moore as captain.

Undaunted by her weight of years, the steamer *Beaver* appeared in a new role this year, being fitted with staterooms and operated between Victoria and Nanaimo as a passenger steamer. The *Julia* had returned from her highly successful venture on the Columbia River, and made several trips between Victoria and Sound ports in command of Captain Bushnell. There was vigorous opposition on the Victoria and New Westminster route in the fall when the steamers *Wilson G. Hunt* and the Hudson's Bay steamer *Otter* were pitted against each other, and passenger and freight rates suffered accordingly. The *Caledonia*, which had been rebuilt since her explosion the previous year, was also running to the Fraser. In September Capt. C. T. Millard launched the steamer *Hope*, a sternwheeler, 95 feet long, at Victoria, and put her on the Fraser River. The steamer *Idaho*, or, as she was afterward called, the *Fort Yale*, was set afloat at Victoria, October 15th. She was built by Capt. Smith Jamieson, a brother of the Jamiesons of Willamette River fame, and began running in November on the Fraser, continuing there until April, 1861, when she came to a sudden end by the first serious boiler explosion which had occurred in the province (see explosion of *Fort Yale*, 1861). The steamer was 110 feet long, 22 feet beam, 4 feet hold, with 14 x 54 inch engines, and a sternwheel 16 feet in diameter.

JOHN M. BRECK

The steam tug *Ranger No. 2*, which had arrived the preceding year, found plenty of business jobbing around the Sound and towing vessels, which appeared in considerable numbers there and in British Columbia waters. As Victoria was the most important port north of the Columbia River, vessels with even a portion of a cargo went there first, and after discharging returned to the American side and loaded lumber. Among the coasting fleet in this trade were the barks *George Krell*, Captain Renm; *D. M. Hall*, Captain Blake; *Cleopatra*, Captain Daggett; *Almatia*, Captain Richardson; *Charles Devens*, Captain Hovey; *Goldhunter*, Capt. Brown; *Leonosa*, Captain Davis; *Glimpse*, Captain Gove; *Architect*, Captain Burr; *Ann Perry*, Captain Ginn; *Vickery*, Captain Callot; *Marie*, Captain Thin; *Daniel Webster*, Captain Stannard; *N. S. Perkins*, Captain Bunker; *Wavelet*, Captain Powell; *Armistice*, Captain Richardson; *I. B. Lunt* and *Constitution*, Captain Foster; and the brig *J. S. Cabot*, Captain Dryden.[22] Foreign vessels to Victoria and thence to the Sound were the bark *Senator*, Captain Slocomb, from Shanghai; the ships *Athelstane* and *Heather Belle*, from London; *Hebe*, Captain Harrison; *Red Rover*, Captain Cummings; *Lawson*, Captain Watts, from China; the barks *Kathleen*, Captain Flint; *Hyack*, Captain Mayhew; *Jennie Ford*, Captain Matches; and ship *Georgiana*, from the Sandwich Islands. Local schooners on the Sound and out of Victoria, some of which made occasional trips to San Francisco, were the *Growler*, which John M. Izett[23] had built for Captain Barrington in 1859; the *Black Diamond*, Captain Alle; *Fort Hope*, Captain Forrest; *Shooting Star*, Captain Boyling; *Alpha*, Captain Walker; *Meg Merriles*, Captain Elger; *Blunt*, Captain Baker;[24] *Pilot*, Captain Hanson; *Petrel*, Captain Taylor; *Potter*, Captain Harwood, and a

CAPT. ASBURY INSLEY

Francisco in the ship *Bombay*. He spent several years in the California gold mines, and, when the Fraser River diggings were first heard of, he sailed for the north. On arriving at Whatcom he secured a boat and started for Yale and engaged in freighting, carrying supplies between Hope and Yale. A year of this business enabled him, with Charles Millard, Ned Bullen and James Gerald, to secure the steamer *Henrietta*, which they operated for about two years. They then bought the steamer *Caledonia* and ran her from Victoria to New Westminster. The steamer *Hope* was their next venture. She was used between Hope and Yale, and Insley was on one or the other of the boats all of the time. In 1864 he sold his share in the *Hope* to Millard and purchased an interest in the *Flying Dutchman* with William Moore, acting as captain for a while. He was afterward connected with the building of the *Alexandria*, which he ran until she met with financial difficulties. From the *Alexandria* he went to the *Lilloet*, remaining with this vessel for a number of years. He left her to go on the Stickeen River for a season, and from the Stickeen returned to Victoria and fitted out the *Royal City*, operating her about three years. He was also on the *Onward* for a while with Capt. William Irving, and after Irving's death commanded the boat. He also served on the *Reliance*, *William Irving*, *R. P. Rithet*, *Delaware*, and other steamers.

[22] Capt. C. P. Dryden was one of the best known of the pioneer sailing masters on the Sound. He was born in Pennsylvania in 1813 and came to California in 1849, entering the coasting trade soon after his arrival. In 1860 he went to Coos Bay and for a short time had charge of Simpson's tug *Fearless*. He afterward returned to the sailing vessels, and continued in the service up to the time of his death in 1871.

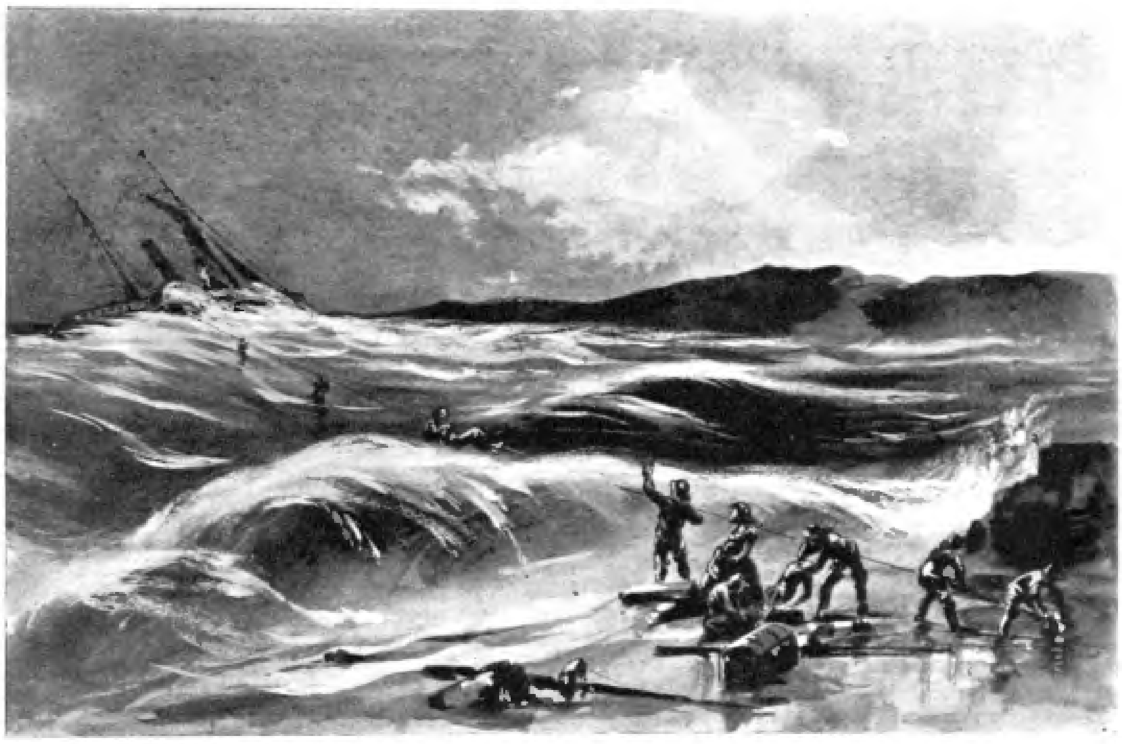
[23] John M. Izett of Oak Harbor was born in Scotland in 1831, and served an apprenticeship as ship carpenter, and at eighteen years of age was following the sea in that capacity, finally reaching San Francisco in 1852 on the bark *Mollon*. He came to Puget Sound in 1854 and worked as foreman for Thompson, Camono & Grennan of Utsalady, and afterward carried on an express business on the Sound. In 1859 he constructed the famous schooner *Growler* for Capt. Ed Barrington, and followed ship-building until 1873, when he retired to a farm.

[24] Capt. J. N. Baker was born in Ontario, Canada, in 1824. When a boy of thirteen he commenced his marine career on Lake Erie, receiving master's papers at the age of twenty-one. He acted as first mate on different vessels for eighteen years, but, becoming disgusted with continued ill luck, went to Australia in 1857 and engaged in mining. From there he sailed on a vessel bound for the East Indies and China, and two years afterward shipped for Boston, where he arrived in 1859. In 1860 he made a second voyage to San Francisco, and spent the next three years as mate and master on lumber vessels. He was on the schooner *Blunt* two years, also on the *W. H. Meyers*, and during this period took the bark *Palmetto*, owned by the Western Union Telegraph Company, around to New York. After this service he entered the employ of the Bellingham Bay Coal Company, remaining with them for eight

score of others less well known. Regular liners in the coasting trade were the barks *Glimpse*, which had been refitted since her mishap of the preceding year, the *Vickery*, *Wavelet*, *W. B. Scranton*, *Leonosa*, *Nahumkeag*, and others previously mentioned. The Government surveying brig *Fauntleroy*[25] was employed in Northwestern waters nearly all the year. Among the vessels of H. B. M.'s fleet visiting Victoria in 1860 were the gunboat *Forward* and the *Satellite*. The former vessel long after entered the merchant marine on the Coast, and finally ended her days as a pirate on the coast of Mexico (see steamship *Forward*, 1871).

The town of St. Helens, on the Columbia, which had not amounted to much after the Pacific Mail abandoned it, received a visit this year from the schooner *Eclipse*, 305 tons burden, in command of Capt. A. Cammann, from the East with a general cargo. The bark *Rival* and the schooner *W. L. Richardson* arrived at Portland from New York, and, until Mercer established his clipper line several years later, were the last direct charters, as Portland dealers preferred to ship goods in smaller quantities to San Francisco and transport them from there by steamer. A fine steamer named the *Florence E. Walton* was constructed at Coos Bay in 1860 for the coasting traffic, and at Dungeness Capt. E. H. McAlmond[26] built the schooner *Rebecca*, which ran in the Puget Sound and Alaska trade for four years, and was then sold to San Francisco parties.

The year 1860 opened with another terrible wreck on the route between San Francisco and the Northwest, the antiquated *Northerner* going to pieces near Cape Mendocino, sacrificing nearly forty lives, and proving that the warning which the loss of the rotten old steamship *General Warren* a few years before had sounded was still unheeded, and that inspection laws were lax indeed, or the tender old hulk would never have been permitted to imperil the existence of so many people. The old steamship *Northerner* had been running on the northern route at irregular intervals for several years, most of the time in command of either William or Chris Dall. She left San Francisco on her last trip January 4th at 4:30 P. M., bound for the Columbia River and Puget Sound ports. The next day at four o'clock in the afternoon, when about two miles off shore, she struck on Blunt's Reef near Cape Mendocino. At the time she struck the steamer was running twelve knots an hour before a good breeze with all sails set, but the shock seemed too light to be very serious, and Captain Dall sent First Officer French below to see if she was leaking, and directed Capt. Thomas Gladwell, the well known steamboatman, who was Columbia River pilot for the steamer, to take the bearings of the rock, as he had passed there many times before and had never discovered it. Soon after the ship swung off she began making water rapidly, and the pumps, which were throwing twelve thousand gallons per minute, could not keep it down so that it would gain less than an inch a minute. When three and a half miles north of Cape Fortunas the engineer sent word that the fires would be extinguished in five minutes, and, as it would be impossible to reach Humboldt bar, Captain Dall determined to beach the ship. The vessel was headed for shore, the engines making about twenty revolutions after she grounded. Heavy seas were breaking over



WRECK OF STEAMSHIP 'NORTHERNER"
From a drawing made by a survivor.

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years. He first commanded the bark *Amethyst*, and next took the ship *Germania*, continuing with her for six and one-half years. In 1886 Captain Baker retired from the water and has since lived on shore, with the exception of occasional trips with the little steamer *Saranac*, which he bought in 1884. He is now quietly enjoying life on a farm near New Whatcom.

[25] The brig *Fauntleroy* was the best known of the vessels, which visited the Northwest, in the United States geodetic service, and her labors extended over a wide range of territory. She made a survey of Gray's Harbor in 1860, and from there went to Coos Bay. Her work for the next few years was along the California shore, but in 1869 she returned North to make soundings in the harbor at Seattle. She then went farther up the Coast, but returned to Seattle in 1872, and in 1874 surveyed Commencement Bay. Capt. James L. Lawson was in command for nearly fifteen years, with the exception of a brief interval while she was in charge of Capt. Charles Willoughby.

[26] Capt. E. H. McAlmond of Dungeness was born in Belfast, Me., in 1828, and came to the Coast in 1850. He sailed out of San Francisco as master of the schooner *Ino*, running to Central America, and arrived on Puget Sound two years later as mate of the brig *John Davis*. He was next on the bark *John Adams* from Steilacoom to San Francisco, and from her went to the schooner *Eudorus*. He returned to Dungeness in 1853 and took command of the *John Adams*, and after sailing her for six months abandoned the sea until 1861, when he constructed the schooner *Rebecca* at Dungeness and operated her for four years in the Puget Sound and Alaska trade, finally selling the vessel to San Francisco parties. For the next ten or twelve years he was acting as pilot on Puget Sound and Northern waters. In 1880 he built the schooner *Champion* and ran her for about six years, sealing off the Cape, but afterward sold her to Chief Peter of the Neah Bay Indian tribe. He is at present building a one-hundred-ton schooner to be used in the sealing and cod-fishing trade.

her, so that it was impossible to cut away the masts. A boat was lowered, and First Officer French succeeded in reaching land in safety with all of the women and children except two, one lady refusing to leave the vessel because her brother could not accompany her. Second Officer Birch then started with the old men and one woman, but his boat capsized, and all perished except the latter, Birch and a sailor. The third boat was in charge of Captain Gladwell, but it was soon overturned and nearly all of its occupants were lost. French in the meantime returned to the rescue, but owing to the carelessness of the crew his boat was drawn under the quarter and he was drowned. After a terrific struggle, Engineer O'Neil succeeded in reaching shore with a line, which was the means of saving the lives of several persons. At 1:30 A. M. Captain Dall, Pilot Rogers and Purser Breck started ashore in this manner, after doing all in their power to induce the remaining passengers to follow their example. Mr. Berry, Wells, Fargo's agent, was swept from the line and drowned, and those who clung to the wreck drifted ashore soon afterward on a piece of the deck which detached itself from the steamer. Altogether thirty-eight people perished. The action of the first officer in returning to almost certain death after making his escape was an example of heroism such as is seldom witnessed. He was entreated to remain in safety, but replied that it was his duty to make the venture, and, after leaving his watch and a message for his wife, went to his fate. The passengers presented Captain Dall with a testimonial for the care which they received after the accident. The following is a complete list of the lost—Crew : A. French, first officer ; H. Mayhood, third officer ; R. A. Nation, first assistant engineer ; H. Doyle, fireman ; L. Howes, coalpasser ; John Desnoyer, carpenter ; Mike Darney, Thomas Leonard, W. G. Clark, and Fred Maass, seamen ; John Grant, messenger boy ; Joseph Webster, porter ; J. D. Turner, Thomas Connelly, Manuel Suarez, and John Hedden, waiters ; Louis Volstadt, first cook ; Herman Renkin, second cook ; H. Wellington, third cook ; a colored barber, and Gladwell, the pilot—Passengers : Berry, Wells Fargo's messenger ; Capt. Chris Sweitzer, Samuel Gregg and sister, Messrs. Bloomfield, Hass, Perkins, Taylor, Daly, Hissim, Delschneider, Meeker, Trepsy, Greenshield, E. Rainey, A. Hunter, and C. Thomas. The survivors were : W. L. Dall, master ; W. E. Birch, second officer ; Thomas O'Neil, chief engineer ; J. M. Breck, purser ; Joseph Bryant, second assistant engineer ; J. D. Cloughlet and Edward McEneany,* water tenders ; R. Loomis, Jerry Barnett, and William Whitby, firemen ; Robert Boyd, H. Norton, and F. K. Callaghan, coalpassers ; James Launahan, engine storekeeper ; Moses Rogers, bar pilot ; John Deming, steward ; John Paulsea, second steward ; Samuel Lewis, steerage steward ; José Almaden, pantryman ; Richard Hill, baker ; Michael Monen, John Power, and G. Stege, waiters ; H. Duffey, Henry Otto, Henry Gardner, James Silva, John Daly, Hugh Duncan, Daniel Horrigan, James Weighton, and William King, seamen ; G. W. Tew, wife and three children, T. V. Smith, O. Alder, A. G. Balch, G. Vignolo, Miss Jordan, J. A. Wheeler, J. F. Gould, W. Farrell, Fred Freeman, J. J. Ginn, William Reese, W. D. Ray, P. Kelly, J. Quigley, Mr. Estes, A. Hinman, A. B. Robertson, J. H. Henry, H. Bledsoe, Mrs. C. Sweitzer, M. Trenbath, Miss Hartney, H. M. Patrick, J. A. Gallagher, Mrs. Thompson and child, John Morrill, George Baum, Mrs. Aureau, and four Chinamen, passengers. The *Northerner* was built in New York in 1847 for the Charleston trade, but came round to the Pacific in 1850, and was operated by the Pacific Mail on all of the routes out of San Francisco. At the time of the wreck she had the postal contract north, and received a big subsidy for a semi-monthly service. A few trips before her destruction she was in a collision on the Sound with the tug *Resolute*, receiving injuries to the extent of $1,500. A long lawsuit was the result, the case being in the courts for years. Meiggs, owner of the *Resolute*, finally won, securing damages for injuries sustained by his vessel.

EDWARD MCENEANY

Other serious marine disasters of the year were the loss of the schooner *Calamet*, which sailed from Shoalwater Bay for the Columbia with seven persons, and nothing was ever found to throw light on their mysterious disappearance. The ship *John Marshall*, from San Francisco for Port Discovery, was caught in a storm off Cape Flattery, November 10th, and was lost with all on board. The Peruvian brig *Florencia*, from Utsalady for Callao, encountered a gale off Cape Flattery, December 8th, and was on her beam ends for three hours. The captain, cook, supercargo, and Dr. L. B. Bailey of Victoria, were drowned. The vessel drifted into Nootka Sound, and the rest of the crew escaped. The schooners *D. L. Clinch* and *Morning Star* were wrecked in the Straits in November, and the bark *Ann Perry* in Appletree Cove in December.

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* Edward McEneany, who was one of the survivors of the *Northerner*, was born in Ireland in 1829, and soon after coming to America commenced running between New York and Aspinwall as water tender on the Pacific Mail steamships, most of the time being engaged on the *Illinois*, and leaving that route in 1851 for San Francisco. In June of that year he joined the old sidewheeler *Oregon* as third assistant engineer, remaining there about a year and then going as second assistant on the steamship *California*. In 1860 he shipped on the steamship *Northerner*, which was lost before he had completed the round trip with her. He then ran south from San Francisco, serving on the steamship *Golden City* nearly six years, and was chief of the *Sacramento* for two years. Altogether he was in the employ of the Pacific Mail Company for more than two decades. He left their employ to accept a position on the Central Pacific ferry-boats, on which he ran as chief engineer for fifteen years.

Capt. William McCulloch

The brig *Consort*, Captain McLellan, while *en route* from Honolulu to Port Discovery, was lost in Nootka Sound, November, 1860. The vessel was dismasted by a hurricane October 15th. Jury masts were rigged, and she succeeded in entering the Straits, but was driven off by another gale and went into the harbor at Nootka, where she dragged anchor and stranded. There were nine Kanakas and thirteen whites aboard at the time of the disaster, and all were saved.

On December 23d the British bark *Nanette*, a vessel of about 400 tons burden, in command of Captain Mains, with Capt. William McCulloch,[27] mate, was wrecked. She was consigned to Stamp & Co. of Victoria, and had an exceedingly valuable cargo, the invoice showing it to have been worth nearly $200,000. The bark was one hundred and seventy-five days out from London when she sailed lazily up the Straits on Sunday, December 23d, and struck on Race Rocks with such force that she remained there. A great effort was made to float her, but to no purpose, and she became a total loss.

Notable deaths in the marine profession in 1860 were pilot Broderick, who was drowned off Victoria harbor, Captain Dodd, of the steamer *Beaver*, and Capt. John A. Bull, of the British surveying brig *Plumper*.

David F. Fee

Marine business experienced a wonderful development in 1861, and more steamboats were built than in any previous year. The Pacific Northwest was too far away at this period to be much affected by the impending war, which was to disarrange matters so completely on the other side of the Rocky Mountains, and the pioneers continued to construct steamboats and to open up new routes as they had never done before. British Columbia, having no interest in the affairs of the United States, forged ahead in all branches of industry, and nearly a dozen steamers were added to the fleet plying on her rivers and lakes. Early in the year the *Enterprise* was brought from San Francisco by the Curry brothers to run between Victoria and the Sound, to carry the mail under the Parkinson contract. Curry and Jones were in charge during the first few months. Finch[28] was purser and D. F. Fee,[29] engineer. She entered the field under very favorable auspices, and during the first six months gave the *Eliza Anderson* the hardest opposition that she encountered during the entire ten years of her supremacy. Within a short time, however, a compromise was effected, and the *Enterprise* became the property of the Hudson's Bay Company for a consideration of about

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[27] Capt. William McCulloch was born in Ireland in 1827, and went to sea when he was but twelve years of age. In the twenty-one years which he spent on the water before coming to Victoria, he visited every port of importance in the world. When the bark *Nanette*, on which he came to the Pacific Coast, was wrecked, he immediately joined the schooner *Trader*, running North with her for three months. He was subsequently master of the schooner *Alpha* for three years and of the *North Star* for two. He made a trip to San Francisco with the latter vessel during the Civil War, and while entering the harbor was fired on by the *Shubrick*, which had mistaken the *North Star* for a vessel of the enemy because no attention had been paid to her first salute. From the *North Star* Captain McCulloch went to the famous steamer *Fidelater*, which he ran between Victoria and Nanaimo, retaining command for several months. It was while he was in charge that the *Alexander* collided with the *Fidelater*. Captain McCulloch remained at the wheel and alone and unaided succeeded in beaching the vessel. He next made two voyages to the North on the schooner *Black Diamond*. In the latter part of the sixties he was appointed pilot on the ocean steamers entering Victoria, holding that position for six years and meeting with uniformly good luck. In 1874 he entered the service of the Hudson's Bay Company, for whom he handled the old steamer *Otter* eight years, going from her to the steamer *Enterprise*, on which he served for two years. He then took the *Princess Louise* for a short time. When the steamer *Amelia* was brought up from San Francisco, Captain McCulloch took charge and remained with her until 1888. From that time until 1892 he made occasional trips with the *Princess Louise* and *Yosemite*, retiring finally to enjoy a well earned rest.

[28] Capt. Duncan B. Finch, who with the Wrights and the Starrs made a fortune out of Northwestern steamboating, was born in Cold Stream, New York, in 1820. Whether his birthplace affected his principles or not we are unable to state, but he was a strict cold-water man all of his life, and no bar was allowed to exist on a steamboat under D. B. Finch's command. Captain Finch commenced his business career on the Hudson, where he was interested in lumbering and in several small vessels running on that classic stream. Realizing the greater advantages offered a young man in a new country, he rounded the Horn in 1849 on the schooner *Jacob M. Ryerson*, which subsequently became a well known coaster. After inaugurating the lumber firm of Finch & Johnson, he went to New York in 1850, but soon returned to the Coast and purchased an interest in the steamer *Weber*, running on the Sacramento River, and shortly afterward built a new boat for that trade. This was too much for the California Steam Navigation Company, and they proceeded to blot the new enterprise out of existence, ruining Finch and necessitating his removal to the North to begin life over again. On his arrival on the Sound he worked as purser for a while, but soon secured an interest in and assumed control of the *Eliza Anderson*. His work from that time until he left in 1872 is identified with the marine history of Puget Sound, and despite his peculiarities no man ever operated a steamboat in a more businesslike manner. There are many Puget Sound pioneers still living to attest his popularity, and they are not all temperance men either.

[29] Engineer D. F. Fee was born in Mercer County, Penn. He learned his trade in Pittsburg, and before coming West was steamboating on the Ohio and Mississippi rivers. From New Orleans he went to New York, and in 1851 reached San Francisco, where he served on the old steamship *Sea Bird*, and also on the *Goliah*, *Senator* and other historic craft. He came North to Victoria in 1861 on the venerable *Enterprise* and continued on her at intervals until 1883. He has had charge of the engines on the *Beaver*, *Otter*, *Yosemite*, *Wilson G. Hunt*, and many other steamers. Mr. Fee has retired from the business, and makes his home at Victoria, B. C.

$60,000. She was put on the Westminster route, making her first trip March 17, 1862, and continued on that run most of the time until 1885, when she met with a serious accident. Captain Swanson was one of her first masters after she fell into the hands of the Hudson's Bay Company. As an indication of the business on the Fraser River at that time, her manifest of a trip from Victoria, April 6, 1863, shows that she carried 250 passengers, sixty tons of merchandise, nine head of cattle and twenty-three pack animals, and this was only one of many equally as profitable. Following Swanson in command came McNeil, Mouatt, Wyldie, Finch, Pamphlet, McKinnon, Lewis, Rudlin, McCulloch, Gardiner, and others. In 1883 she was extensively overhauled and repaired, and ran regularly to Westminster under Captain Rudlin until July, 1885, at which time, while on her way from Westminster to Victoria, she collided with the steamer *R. P. Rithet.* The *Enterprise* received the blow fair on the port bow, and before its force was expended the side of the wheelhouse and the foremast were carried away. The damage was so extensive that she was stripped and abandoned. She was built in San Francisco in 1861 by William Curry and Peter F. Doling. Her dimensions were: length, 134 feet; beam, 27 feet 7 inches; depth of hold, 6 feet 9 inches. She had a walking-beam engine 30 x 72 inches and sidewheels. The *Wilson G. Hunt*, which had been lying for a year in James Bay, was taken round to the Columbia by the Oregon Steam Navigation Company, which at this time purchased every steamer which came into its territory. Those running on the Fraser were for a short time operated under the name of the British Columbia & Victoria Steam Navigation Company. This organization was formed in June, and included the *Colonel Moody*, *Governor Douglas*, *Maria*, *Hope*, *Henrietta*, and *Flying Dutchman.*[30] Early in the year Capt. William Irving made the first successful trip to Yale with the steamer *Colonel Moody*. The *Moody* ran the most of the time from New Westminster to Harrison River and Hope, the *Flying Dutchman* and the *Henrietta* on Harrison Lake to Port Douglas, and the *Hope* from Hope to Emery's Bar. The combination succeeded very well for a time, but the inevitable opposition appeared when the steamer *Union*, a small sternwheeler built at Cayoosh Flat by J. Bramley, entered the field against the company. She was in charge of Captain Doane, with John Huntoon, purser, and was launched July 13th, doing a very fair business considering her size, for she was but 70 feet long and 14 feet beam, with 9 x 30 inch engines. Captain Doane left her in 1862, and was succeeded by Captains Deighton, Sprague and Bugby.

CAPT. W. J. DOANE

Three steamers, the *Lady of the Lake*, *Champion* and *Marcella*, were built this year for the growing trade on the lakes tributary to the upper Fraser. The *Lady of the Lake* was not intended for a record breaker in point of speed. She was provided with a pair of engines so small that they were hardly able to make a standoff with a stiff breeze, but with a pressure of one hundred pounds of steam she made her way about the lake rapidly enough for all purposes. The dimensions of the steamer were: length, 72 feet; beam, 15 feet; depth, 4 feet, with engines 6 x 24 inches. The *Champion*, the first steamer on Seaton Lake, was a sternwheeler, 100 feet in length and about 22 feet beam. When first built she was fitted out with very small engines, but in 1863 alterations were made and new ones 12 x 36 inches substituted. The trade in which she was engaged did not require a very fast steamer, and with her 12-inch engines she made a far better showing than the bateaux which had preceded her. The *Marcella*, running on Lilloet Lake in 1861, was a sternwheeler 60 feet long, propelled by a pair of engines 7 x 22 inches. She made her first trip on the lake in May, and continued running for three years, at which time she was found to be entirely too small and slow for the increasing trade and was cast aside. Two new propellers appeared at Victoria in 1861, the first of this class of steamers to be constructed in the province. The *Emily Harris* was set afloat January 3d by Peter Holmes, the builder, for Harris, Carroll & Co. She was followed a few months later by the *Cariboo*, a famous craft in British Columbia history. The *Flying Dutchman* also entered the lists this year. At Sooke a fine schooner, the *Ann Taylor*, was launched in March for the Sandwich Island trade.

The steamer *Emily Harris*, Capt. Alexander Court, left Victoria for Fraser River points on her initial trip March 1st, with eighty tons of miscellaneous freight, and continued in that traffic for several years as a jobbing steamer. She also ran between Nanaimo and Victoria carrying coal, and towing whenever work could be secured. Court was succeeded by Captain Titcomb, the pioneer Victoria pilot; Wallace, Chambers, McIntosh,

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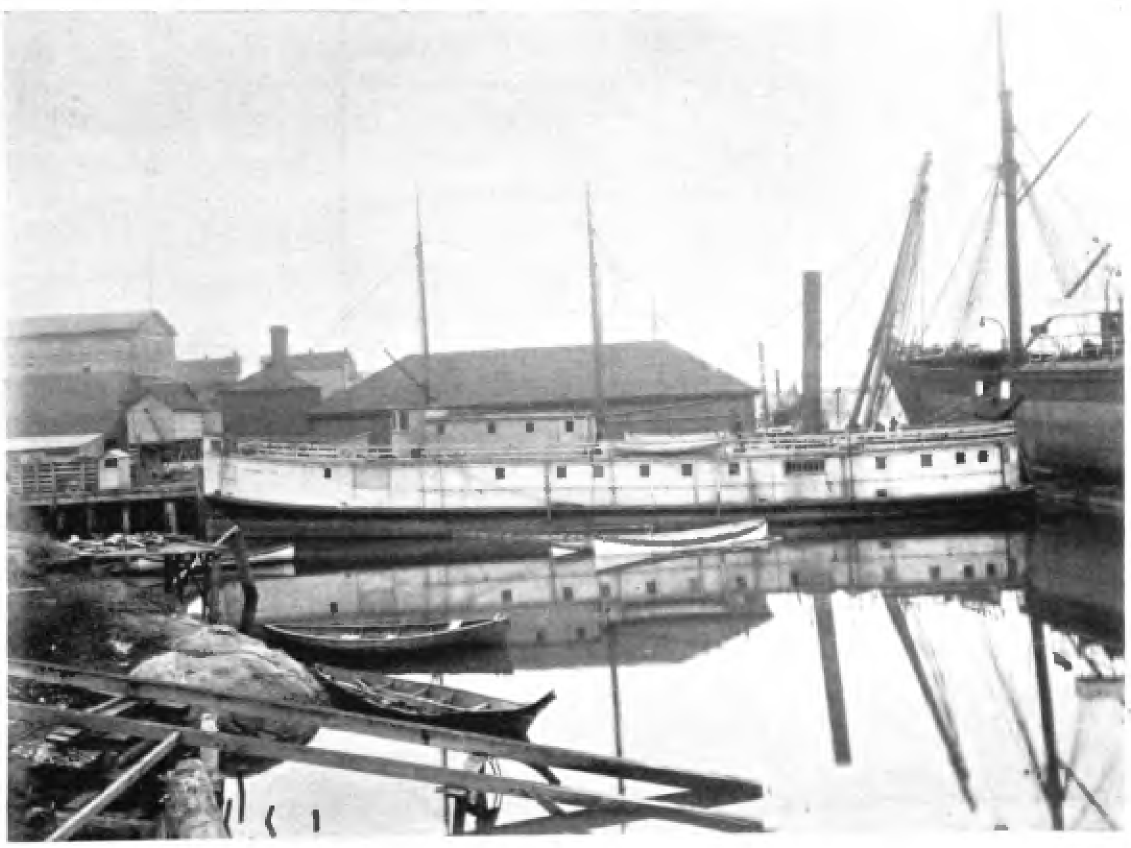
[30] The *Flying Dutchman* was a small sternwheeler built by William Moore for the Fraser River trade, in the fall of 1860, but owing to a delay in receiving her machinery, which came up from San Francisco on the old bark *Vickery*, did not make her trial trip until January 21, 1861. She was ninety-three feet long, seventeen feet beam, with 12 x 36 inch engines, and was speedy for that period. Moore and his sons ran her for a few years with indifferent success, and in 1864 sold an interest in the vessel to Capt. "Delaware" Insley, a well known character in Fraser River steamboating. The *Flying Dutchman* soon afterward became financially involved and was taken to the American side and purchased by one of the mill companies. But little work was performed by the steamer in these waters, and the engines were removed and placed in the steamer *Linnie*, one of the first sternwheelers constructed on the Sound.

Hewitt, Greenwood and Frain. The latter, an American who went to British Columbia from Coos Bay, was the last in command, meeting death with two companions when the steamer exploded her boiler in August, 1871 (see wreck of *Emily Harris*, 1871). The dimensions of the *Emily Harris* were: length, one hundred feet; beam, sixteen feet six inches; depth, six feet. Her engines were twelve by fifteen inches and drove a propeller four and one-half feet in diameter, with six and one-half feet pitch.

The steamer *Cariboo*, or, as she was afterward called, the *Cariboo and Fly*, had fully as varied and interesting a career as any craft that ever steamed about the waters of British-Columbia. She was built in 1861 by Capt. Archibald Jamieson, formerly engaged in steamboating on the Willamette River. Her engines, which were of the oscillating pattern, seventeen by thirty-six inches, arrived at Victoria on the brig *Marcella* from Scotland in May, and the *Cariboo* left Victoria on her first voyage July 26th for New Westminster and Fort Douglas. The initial trip was a success, but on the second, early in August, she met with a terrible accident. Leaving the Hudson's Bay Company's wharf at 2:30 in the morning, she passed down the harbor, and while rounding Shoal Point her boiler exploded, instantly killing Archibald Jamieson, captain and owner; his brother George Jamieson, assistant engineer; William Allen, chief engineer; John Sparks, mate; Dan Foley, fireman; P. Garro, passenger, and an unknown deckhand; injuring Henry Gray, the pilot; John Reed, deckhand; William Tyson, steward; and Aleck Steward, carpenter. The cause of the explosion was never accurately determined, as all those in a position to know were killed in the disaster, but it was generally attributed to low water in the boiler. The verdict of the coroner's jury censured the dead engineer, who had occupied the same position on the *Caledonia*, which was blown up in the Gulf of Georgia two years before. Testimony taken at the inquest elicited the information that on the previous passage, owing to a defective pump, the captain had been compelled to tie up, draw the fires and lift the safety valve. This sudden and terrible end of the new steamer created a great sensation in Victoria, and it was several years before any one made an effort to do anything with the hull, which had been badly racked by the explosion. In 1866 McDougal Brothers of Victoria concluded that there was still some value in the wreck, so they bought and repaired it, and, not wishing to have it handicapped by the former name, they called the new edition the *Fly*. To this change there was some objection on the part of the Government, so as a compromise the name *Cariboo and Fly* was used. The vessel was launched March 5, 1866, and Frain was her first master. The McDougals kept her but a short time, and she subsequently became the property of Moody, Nelson & Co. From the time of her reconstruction until 1875 she jobbed around the waters of British Columbia, towing and freighting wherever business offered. Frain was succeeded by McIntosh, Devereaux, Wharton, and others. In 1875 Captain Spratt purchased the steamer, and, after refitting her with new machinery, put her on the Northern route in command of Captain Holmes. She continued running here and between Nanaimo and east coast points for about eight years, Capt. George Rudlin having been in charge part of the time. In 1883 the machinery was removed and the vessel used as a tender to the *Ark*, which had just been completed. Captain Spratt replaced the machinery in 1885, and September 12th she again steamed out of Victoria harbor, this time with Captain Cavin in command. In 1888 Capt. William Meyer was operating her on the Northern route, and in the autumn, while returning from Skeena River to Victoria with a cargo of salmon, she took a sheer from the course and stranded in Greenville channel. The captain and crew came to Victoria on the steamer *Quickstep*, and the wreck was sold to L. Goodacre for $2,050, and the 3,250 cases of salmon in the cargo brought $6,050. The steamer was then floated, taken to Victoria and repaired. In 1892 she was bought by the Royal Canadian Canning Company and left on her first trip to the Skeena, June 21st, in charge of Capt. C. E. Benyon. She continued in use until 1894, and the engraving in this history is made from a photograph taken soon after she was tied up in the fall.



STEAMER "CARIBOO AND FLY"

An important change in the ocean service between San Francisco and Northern ports took place in 1861, the Pacific Mail selling out their interests in the North to Holladay & Flint. The six steamships, *Cortez*, *Oregon*, *Sierra Nevada*, *Republic*, *Panama* and *Fremont*, were sold for $250,000, about the value of any one of them in good order. The *Fremont* was changed into a bark soon after the purchase, but the others continued in their old occupation, officered as follows: *Cortez*, Captains Huntington and Dall; *Oregon*, W. H. Hudson; *Sierra Nevada*, Wakeman;[31] *Panama*, J. S. Watson. The California Steam Navigation Company was on the Northern route with the *Brother Jonathan*, Captain Staples, and the *Pacific*, Captains Burns and Patterson. Captain Staples[32] was killed in Portland by a gambler named Patterson, and his mate, De Wolf, was given command of the ship, and Captain Patterson left the *Pacific* to succeed Captain Fauntleroy on the steamship *Massachusetts*. The pioneer steamship *California* was also in the trade, in charge of Captain Whiting. The *Santa Cruz*, a well known old-timer, was loaned to the Government and fitted up as a revenue cutter, sailing under the name *General Sumner*. The steamship *Pacific*, while on her way down the river from Portland in July, sank at Coffin Rock and came very near remaining there and avoiding the worst marine disaster that ever happened on the Coast. Unfortunately, as it proved subsequently, she was raised after several days' work. The steamer *Express* took the Portland fire engine down to pump the water out, and she steamed to San Francisco for repairs.

CAPT. EDGAR WAKEMAN

CAPT. GEORGE W. STAPLES

All of the minor details of the Oregon Steam Navigation Company having been arranged, its organization was effected, and at a meeting held in January the following officers were elected: J. C. Ainsworth, president; D. F. Bradford, vice-president; G. W. Murray, secretary; J. C. Ainsworth, J. S. Ruckel, L. W. Coe, S. G. Reed and D. F. Bradford, directors. The business of the company on the Cascade route was handled by the *Julia* or the *Carrie Ladd*, with the *Mountain Buck* making occasional trips. On the upper river the *Colonel Wright* made an exploring voyage to the interior, going up the Clearwater to within twelve miles of the forks. She was several days making her way up, but came down a distance of 325 miles in less than twenty-four hours. To accommodate the growing trade on the upper Columbia, the company constructed the steamer *Okanogan*, which, with the *Tenino*, which Thompson and Coe had commenced to build at the time of the organization, gave them abundant facilities for all the business then offering, although it was not necessary to carry a great bulk of freight to make large profits. The *Tenino*, the second boat on the upper river, unfurled the flag of the big company when she entered the water in 1862. She was built at Des Chutes, and ran faster and made more money than any steamer that has followed her on that portion of the Columbia. While this assertion may not be much of a compliment to the steamer's speed, it is saying a great deal for her money-making ability. Her dimensions were: length, 136 feet; beam, 26 feet; depth, 5 feet 9 inches. The engines, 17 x 72 inches, were new from the shops. John Gates[33] assisted in the construction and was her first engineer. Leonard White was given command at the start, and was succeeded by Charles Felton, E. W. Baughman, J. H. D. Gray, E. F. Coe,[34] and Thomas and John Stump. The *Tenino* was operated for all she was worth during the first few years of her existence, and in 1867 was so badly strained that she had to be rebuilt. She served acceptably for about ten years afterward, but finally struck a rock while coming down the river, and, as her hull was old and somewhat decayed, it was decided to remove her engines and place them in another boat, the *New Tenino*. The steamer *Okanogan* was also built at the mouth of the Des Chutes, and during the first few years of her existence was commanded by Capt. Charles Felton, with John Gates, engineer. She ran on the upper river in command of Felton, Baughman, Coe, and Fred Wilson until 1866, when Captain Stump brought her over Tumwater Falls. She was the first steamer that ever made this trip, and the time from Celilo to the mess-house was twenty-seven minutes. She did but little work on the middle river, and in February, 1867, Captain Stump continued the downward journey and piloted her over the Cascades. In shooting the rapids she took a sudden sheer, and, before the veteran could straighten her up, struck a large rock almost in their midst. The collision tore a big hole in her hull, but the steamer came on safely, leaving as a memento of the accident her name, which has since designated the rock that so nearly caused her destruction. After reaching her destination the *Okanogan* was operated on the Astoria route in command of Capt. James Strang, with William L. Button, engineer, and she followed this trade for several years. Among the various masters during her long career were Captains Snow, Reed, Hughes, Condon, Babbidge and Smith. The opportunities for profit were not so great on the lower river, and the steamer never quite equaled the record made above, which at one time reached a total of $15,000 for three consecutive trips. The *Okanogan* was a slow-going craft, 118 feet long, 24 feet beam, and 5 feet 6 inches hold. Her power was from a pair of 14 x 60 inch engines, which had previously been used in a Sacramento River steamer. She was ugly in appearance, but during her active existence piled up as many heaps of shining gold as any of the money gatherers owned by the Oregon Steam Navigation Company.

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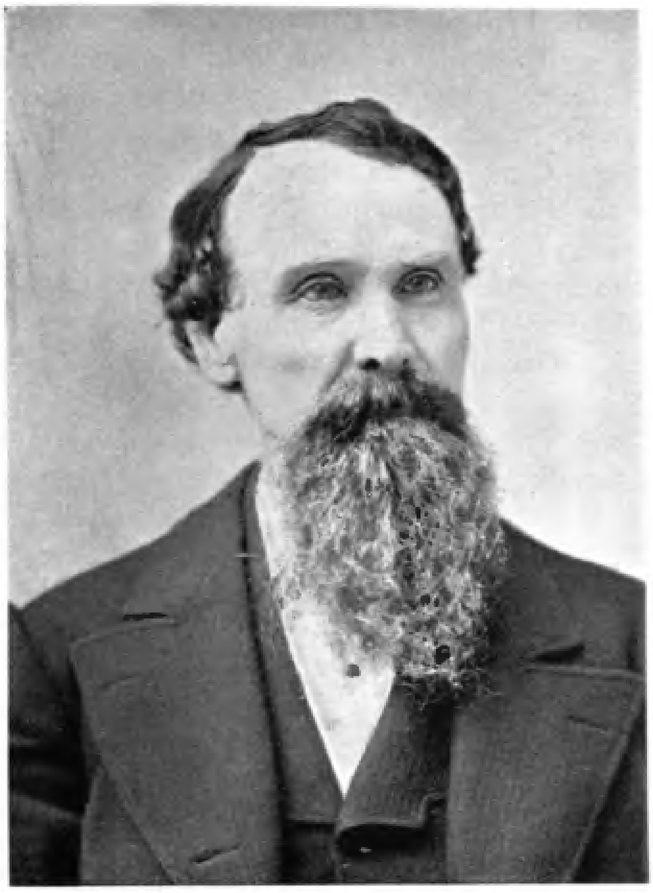
[31] Capt. Edgar Wakeman, better known as "Ned" Wakeman, was born in Connecticut in the year 1812, and it is doubtful if any steamship commander ever enjoyed greater or more merited popularity. Inasmuch as a published narrative of his famous exploits on the high seas filled an interesting book of four hundred pages, it is difficult to do him justice in a work of this nature. He first came into prominence by running away from New York in 1850 with the steamer *New World*, bound for the Pacific Coast (see steamer *New World*, 1864). On reaching San Francisco he sailed on the Southern coast and to Australia for a time, and then went back to New York, where Commodore Vanderbilt placed him in charge of the steam yacht *North Star;* but, before he went on board, the United States bench warrant for piracy, in running away with the *New World*, was revived. Through the assistance of Vanderbilt, Wakeman was put on board a California steamer while the marshal was searching for him. On arriving at San Francisco he was engaged by William H. Brown, for whom he brought the *New World* out, to return and perform a like service with the *Surprise*. When he reached the Atlantic seaboard he was arrested on the old piracy charge, but released on bonds. The day the *Surprise* was ready to sail, his bondsmen went into court and gave him up. Wakeman was present, but left the courtroom with the crowd, and, when the officers were sent to bring him before the judge, they ascertained that he was half way to Sandy Hook with the *Surprise*, again bound for California. The steamer made the trip under sail and easy steam in about four months, and on arrival Wakeman received his salary of $500 a month, but failed to secure the $10,000 interest in the boat which had been promised. He was next in command of a sailing vessel for two years, and then on the Holladay steamships. While running the *John L. Stephens*, the craft was seized by the Mexicans, and, but for the diplomacy and vigorous action of Captain Wakeman, it would have been confiscated and the crew and passengers made prisoners of war. The owners of the *Stephens* failed to appreciate the valuable service rendered, so the skipper left their employ and took charge of the steamship *America*. In 1862 he went East to bring out the sidewheel steamer *D. C. Haskins*. She sailed from New York, November 15th, and two days later was battered to pieces in the Gulf Stream, Captain Wakeman and eight others alone surviving out of a crew of forty. On reaching the Pacific the Captain spent considerable time at the Sandwich Islands, and in June, 1872, took the steamship *Mohongo*, running between San Francisco and Honolulu; but on his second voyage he was stricken with paralysis, which disabled his entire right side and ended his long and eventful career on the water. Three years after this lamentable misfortune death ended his sufferings.

[32] Capt. George W. Staples, well known as a pioneer sailing master and afterward as a steamship captain, was shot in the Pioneer Hotel in Portland by a gambler named Patterson. There was considerable feeling at this time over the war, and Patterson, who was a rabid rebel, made some insulting remarks about the Government, which led to a scrimmage, at the close of which he retreated upstairs, followed by several who intended to have him arrested. He warned them not to follow, and, as he had a reputation as a gun fighter, they were all afraid except Staples, who started to ascend. Before he reached the top, Patterson shot him through the heart. The murderer was acquitted and left Portland for Walla Walla, where he was finally killed in a saloon brawl.



JOHN GATES

CAPT. EUGENE F. COE

Captain Hoyt continued undisturbed on the Astoria route with the *Multnomah*, although the steamer *Leviathan* was put on the lower river in October, with the intention of running regularly. As she was sixteen hours on the way without stops on the first up trip, her owners concluded that she was too slow and abandoned the project. On the upper Willamette the steamer *Unio* was launched at Canemah, October 19th, and went into service on the Yamhill route. The *James Clinton* was also on the same run until she was destroyed by fire, connecting with the *Express* for Portland. The *Union* was built by Capt. J. T. Apperson and was christened without the final "n," but soon afterward passed into the possession of Capt. J. D. Miller, who was patriotic enough to finish the name regardless of the result of the war then pending. She was a small sternwheeler ninety-six feet long, sixteen feet beam, and drew about four feet, loaded. Her power was a pair of 9 x 48 inches engines. In 1865 she became the property of the Willamette Steam Navigation Company and the following year was sold to the People's Transportation Company. Capt. George Jerome commanded her during 1867 and 1868, and Captain Apperson took her again in 1869. Sebastian Miller was also in charge for a short time.

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[33] As long as steamers ply on Northwestern waters the name and memory of John Gates will be revered alike by the men in the engine-room and in the pilot-house. The many labor-saving inventions of this quiet genius now in use on steamboats will prove a lasting monument which time cannot efface; and, while the hand of the master has long been stilled in death, many of the handsome and swift steamers which he designed are still speeding along the rivers, and experience has proved that his work will stand the test of years. Mr. Gates was born in Mercer, Me., in 1829, and came to California in 1849. After working there at his trade as a machinist for a short time, he came to Oregon, arriving in 1853. His first work in Portland was as engineer for a sawmill located at the foot of Jefferson Street, but meeting with adversity he soon drifted into the steamboat business, succeeding Jacob Kamm as chief engineer of the Oregon Steam Navigation Company. It was while in this position that his remarkable inventive genius displayed itself, and during the first ten years of his service with this company he took out twenty-seven patents on inventions which have proved invaluable in the operation of steamboats. Perhaps the best known and most thoroughly appreciated of these appliances was the Gates hydraulic steering gear, without which it would be almost an impossibility to handle the big river and Sound steamers of the present day with any degree of proficiency. Beside this an automatic oiler, sectional boiler, spark arrester, ash pan, cut-off valve, thumb screw for holding wheel ropes, and several patents for steam pumps, attest the wide range of his abilities. Among the steamers constructed under his supervision were the *Orient*, *Occident*, *Almota*, *Wide West*, *Daisy Ainsworth*, *R. R. Thompson*, *S. G. Reed*, *Hassalo*, *D. S. Baker*, *Annie Faxon*, *Oneonta*, *Harvest Queen*, *Mountain Queen*, *Emma Hayward*, *Henry Villard*, *John Gates*, *Spokane*, *Bonita*, *Welcome*, and *Dixie Thompson*. He was for many years inspector of boilers and at the time of his death in 1888 was Mayor of the city of Portland.

[34] Capt. Eugene F. Coe was born in New York in 1842, but came to the Pacific Coast when but a boy. He began steamboating on the upper Columbia with his brother, running for a while as purser but afterward serving as captain of nearly all of the Oregon Steam Navigation Company's steamers on the upper and middle river. Subsequently he went below and ran the *R. R. Thompson* between Portland and the Cascades, and while the Northern Pacific was transferring passengers from Kalama to Portland he had charge of the steamers in this service. He died in Portland, January, 1893, aged fifty-one years.

CAPT. CHARLES FELTON

The steamer *Yamhill*, built at Canemah by Capt. J. D. Miller, was taken to the Tualitin River, and made her first trip between Layfayette and McMinnville in January. She was a small sternwheel steamer, and contained the machinery from the *Hoosier*, but never made a striking record for speed. Her dimensions were: length, seventy-six feet; beam, fifteen feet; depth, two and one-half feet. Associated with Miller in her ownership were George Larocque, E. B. Fellows, A. I. Apperson, T. Fields, and I. B. Piette. She was of very light draft, and, although she could reach a higher point on the river than the other boats, was too small to carry much of a load on the return trip. The steamer *Eagle*, which after ten years of service was apparently as fast and stanch as ever, ran for a while on the Vancouver route in 1861, Capt. J. D. Tackaberry,[35] one of the surviving pioneer masters of the Northwest, serving as engineer. The Stark Street ferry on the Willamette again came into the hands of the Knotts,[36] who had inaugurated it ten years before. The falls of the Willamette at Oregon City were the scene of a feat in steamboating in 1861 that has never been equaled. The little steamer *St. Clair* was piloted over the falls in December by Capt. George W. Taylor,[37] reaching the lower river in good condition and immediately beginning work on the Cascade route. The ease with which the *St. Clair* made the plunge proved that the passage could be safely made, but Captain Taylor and S. R. Smith,[38] the Portlanders who demonstrated its feasibility, have never had any imitators.

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[35] Capt. J. D. Tackaberry, who was among the first steamboatmen who received licenses in the Willamette district, began an interesting career as engineer on the steamer *Eagle*, running to Vancouver in 1861, and after two years at the throttle took out a master's license, and has since been in charge of steamboats on nearly every stretch of navigable water between the Columbia and Alaska. In 1863 he sold his interest in the *Eagle*, which he then owned jointly with George Ham, entered the employ of the People's Transportation Company, running on nearly all of their steamers on the Willamette River, and continued with their successors, and the Oregon Steam Navigation Company, having command of the *Bonanza* for four years, and also of the *Orient* and *Occident*. On the upper Columbia he served on the *Almota* and other steamers, and on the middle river on the *Harvest Queen*. Below the Cascades he was on nearly all of the best boats of the Oregon Steam Navigation Company. In 1876 he took the little *Beaver* from Portland to Victoria, and afterward ran her to Alaska. Before returning to Portland he was on the *William Irving*, and other steamers owned by Irving, on the Fraser between New Westminster and Yale. Prior to and during the construction of the Canadian Pacific Railway he was in charge of several different steamers on the upper Fraser and Thompson rivers. For the past four or five years Captain Tackaberry has been in Alaskan waters, commanding a steamer plying between Wrangel, Juneau and the islands. He returns to Portland each year and makes occasional trips on the Willamette, where he did his first work over thirty years ago. In addition to those previously mentioned, Captain Tackaberry commanded the steamers *Peerless* and *Kamloops* on the North and South Thompson rivers, the *Alaskan* on the Stickeen River, and the *Skuzzy* running from Boston bar to Lytton on the middle Fraser. There are a number of men in the Northwest who have had more years of service, but there are few, if any, whose field of operations has extended over so wide a territory.

[36] Andrew J. Knott, Portland's pioneer ferryman, was born at Dayton, Ohio, November 25, 1834. The family came West when he was quite young, and in the fall of 1850 his father inaugurated a ferry service across the Willamette at Portland, in which he was assisted by the present head of the Stark Street Company. The pioneer boat was a scow, propelled by hand, Indians furnishing the motive power. During the first winter a party of emigrants arrived with a number of cattle and wished to cross. When well out in the stream the cattle became restless and crowded to one side, upsetting the scow. The live-stock swam ashore easily enough, but the captain and men were compelled to cling to the sides of the boat until she stranded some distance down stream. To right the primitive craft was found to be a difficult matter, so Indian squaws were engaged to carry sacks of sand, which they suspended on their backs by means of bands over their foreheads; this was piled on the upper side of the vessel until it finally rested on an even keel. Mr. Knott engaged in mining and stock-raising in 1851, and continued in that business for ten years, at which time the elder Knott and his sons purchased the present Stark Street Ferry, with which Andrew has been connected ever since. The company is now incorporated under the title, "Stark Street Ferry Company," of which A. J. Knott is president.

[37] Capt. George W. Taylor, better known as the "Commodore," was born in Missouri in 1831, and came across the plains to Portland in November, 1852. His first employment in Oregon was in a sawmill at Milwaukie, and in the Linn City Mills at Oregon City. After working on shore until 1856 he began steamboating as deckhand on the *Jennie Clark*, Captain Ainsworth, going from her to the *Elk*, where he served as fireman. He next purchased an interest in the *Hoosier*, running from Oregon City to Dayton, and on December 7, 1861, bought the steam scow *St. Clair* above the falls at Oregon City and piloted her over the cataract the same day, accomplishing a feat which has never since been attempted. He operated the *St. Clair* between Portland and Oregon City until the spring of 1862, when she was put on the Cascade route. Early in 1864 Captain Taylor took charge of the steamer *E. D. Baker* and ran her until autumn, the next season running the diminutive steamer *Rescue* to Oregon City and the Cascades, and following with the little sidewheel *Pioneer* in 1866. He then retired from the river for six years and engaged in draying in Portland, after which he acquired the little propeller *Commodore Perry* and used her as a towboat for two seasons, then forming a partnership with Fred Congdon and buying the steamer *Oneonta* for the same service. He soon purchased Congdon's interest, and in 1883 constructed the propeller *Oswego*, which he used in connection with his lightering and wood business. In 1889 he purchased the *Salem*, which he employed as an excursion steamer and towboat until 1891, at which time he put her on the Dayton route, where she has since continued, except at intervals while engaged in towing.

[38] S. R. Smith of the *Hoosier* has been a conspicuous figure in Northwestern marine circles for forty years and has seen considerable swift-water navigation. He assisted Captain Taylor to bring the *St. Clair* over the falls at Oregon City, was with the *Shoshone* when she came through Snake River Canyon, and took the steamer *Skuzzy* up the Fraser from Yale to Lytton. He is at present residing in Portland, working as a contractor.

Several Government vessels were stationed for a portion of the year at Esquimalt, among them the flagship *Bacchante*, the corvettes *Mutine* and *Hecate*, and the gunboats *Grappler* and *Forward*. The latter was sent up to Cape Mudge to recover some stolen property from the Hydah Indians, and when its mission was declared the Indians became so hostile that a skirmish ensued, and the commander of the *Forward* dropped a few shells among their canoes and camps before they surrendered their position. Many of their canoes were ruined and several of the tribe killed and injured. It was a lesson they had long needed, and its wholesome effect endured for several months. The steamers *Shubrick* and *Massachusetts* and the revenue cutter *Jeff Davis* represented the United States in the Northwest at different periods during the year. The United States brig *Fauntleroy* spent some time in Coos Bay making a complete survey of the bar and harbor. Capt. Charles H. Willoughby[39] was with her as sailing master.

Capt. J. D. Tackaberry

The Bellingham Bay coal mines furnished business for several coasters which had previously been dependent on lumber for return freight to San Francisco. Among the number thus engaged were the bark *Amethyst*,[40] which carried away five cargoes with a total of 2,474 tons; the *Vickery*, four, 1,230 tons; the *D. M. Hall*, three, 916 tons; the *Leonosa*, three, 512 tons; and the barks *Auckland*, *W. B. Scranton*, *Narramissic* and *Wavelet*, one each, the total aggregating over 2,000 tons, of which the *Wavelet* carried 878 tons. The Puget Sound lumbering industry attracted many vessels which came from foreign ports in ballast, in addition to those which brought cargoes to Victoria and other ports. This fleet in 1861 included among other craft the ships *True Briton*, *Rebecca*, *Sardinia*, *Massachusetts*, *Edith Rose*, *Angela Bay*, and *Indiaman*; the barks *Huntsville*, *Oak Hill*, *Christopher Mitchell*, *Vernon*, *Florence*, *Kaffir Chief*, *Retriever*, *R. W. Wood*, *Iona*, *Francis Palmer*, *Adelaide Cooper*, *Metropolis*, and *Palmetto;* the Chilean barks *Coronel*, *Picade*, *Alberto*, and *I. M. S.*, and the Danish bark *Dan*. The bark *Ork* was sold to the Port Discovery Mill Company in 1861 and entered the lumber traffic. Other barks engaged along the coast were the *Mary*, *Narramissic*, *Nellie Merrill*, *Midas*, *Almatia*,[41] *Industry*, *Live Yankee*, and *Samuel Merritt*, the last four regular liners between San Francisco and Northern ports. The barkentines *Jane A. Falkenberg*, Captain Erskine,[42] and *Monitor*, and the brigs *Energy*, *Merchantman*,

Capt. Andrew J. Knott

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[39] Capt. Charles H. Willoughby was born in New London, Conn., January 14, 1832, and at the age of twelve years went to sea as a cabin boy, rose rapidly in the ranks, and at the age of twenty-one took charge of a vessel sailing out of New York for Honolulu and Pacific ports. He began running regularly in North Pacific waters in the early sixties, the *Eliza Anderson* having been one of his commands. He was also on the steamship *Dakota*, and for several years was sailing master on the old United States surveying brig *Fauntleroy*. He was at one time master and third owner of the pioneer bark *Narramissic*, one of the best known vessels on the Coast in her day. It was while under Captain Willoughby that the bark exceeded all other long passage records, having been sixty-three days from San Francisco to Port Angeles (see bark *Narramissic*). A few years later Captain Willoughby distinguished himself by saving the schooner *Lolita*, which had stranded on the rocks in Port Townsend Bay and had been given up by the captain. For this act he was presented with a valuable gold watch, and received a handsome sum in cash from the San Francisco Underwriters. Retiring from the water in 1879, he was appointed Indian agent at the Quinalt Reservation, retaining the position until his death, March 6, 1888.

[40] The bark *Amethyst*, destined in after years to become one of the notable vessels of the Coast, was built in Boston in 1821 of live-oak, copper fastened, and for the first twelve years of her existence ran as a packet between Boston and Liverpool. The next two decades were spent in the whaling business. She was then operated in the coal traffic on the Eastern coast, subsequently going to China, where she was used in the coasting trade for a few years. She came from there to the Pacific Coast, where she was engaged in transporting coal and lumber until along in the eighties, when she again entered the whaling service, and would probably be sailing the ocean yet had she not met with a fatal disaster on the coast of Siberia.

[41] The bark *Almatia* was built in Boston in 1857 for the Mediterranean trade, but was afterward sent to China and from there came to this coast. She was registered at the Astoria custom-house in 1862 as owned by B. F. Smith of Portland, Thomas M. Cutter of Boston, and J. W. and J. C. Van Vorhis of Walden, Mass. Abel Richardson, her first master, was succeeded by J. J. Noyes, and Captains Winsor and J. W. Miller also ran her in the coasting trade. In 1873 she was dismasted in a gale off Cape Flattery, towed into Victoria and refitted at an expense of several thousand dollars, after which she loaded lumber at Burrard's Inlet for Australia. On the way out, in tow of the steamer *Maude*, she ran aground at the entrance to Plumper's Pass, and was so badly damaged that the wreck was sold for $1.300. The cargo consisted of 330,000 feet of lumber, most of which was saved. The vessel was afterward released by the *Cariboo Fly* and again repaired and set afloat. In 1880 she again came to grief on the coast of China, going ashore while *en route* from Foo Chow to Shanghai.

[42] Capt. Melville C. Erskine was born in Bristol, Maine, in 1836, and commenced his marine service on the Atlantic as apprentice boy on the ship *Eastern Queen*, running to Liverpool. In 1853 he made a voyage to Australia on the ship *Kate Sweetland*

Ann Bernard, *Sunny South*, *Emily W. Sayburn*, *Crimea*, *Sheet Anchor*, *C. Carnall*, *Christian* and *Tanner* were also coasting, some of them making voyages to the Sandwich Islands and South American ports. Several schooners for the local service were built on the Sound this year, and with the old-timers comprised a good-sized fleet. Among those not previously mentioned were the *Flying Mist*, *Grumbler*, *General Morgan*, *Hannah*, *Rubicon*, *Restless*, *Winged Racer*, *Sarah Newton*, *Ella Florence*, *Towano*, *Explorer*, *Circus*, *Tolo* and *Katydid*.

At the mouth of the Columbia the schooners *Abe Lincoln* and *Louisa* and the sloop *Fanny* were launched, the latter by Fred Ketchum, who built the *Wave* in 1846. The *Louisa* was run by Capt. P. E. Ferchen,[43] and the *Abe Lincoln* to Shoalwater Bay by George S. Foster. George W. Warren and William Bochau were afterward owners of the vessel and continued to operate her in the same locality. The schooner *Woodpecker*, which came from England, bringing machinery and supplies for the Barclay Sound Mill Company, sailed between Portland and Victoria, and made a few successful trips, but met her fate while crossing out of the Columbia, May 10th, with a cargo of flour, provisions, and 104 head of cattle. The schooner left Baker's Bay at 12:30, May 10th, in charge of Capt. Alfred Crosby, the bar pilot. In attempting to sail out she missed stays and got into the breakers. She let go her anchors, but afterward slipped them and tried to work out, but was prevented from doing so by the flood tide. She finally struck in ten feet of water. The cattle were immediately thrown overboard to lighten the vessel, but by the time this was accomplished she was striking heavily, and the water reached a depth of thirteen inches in the well. This was increased to three feet in less than an hour, and, as she was settling fast, the crew were compelled to abandon her without even securing their personal effects. They were picked up by the pilot boat *California* and taken to Astoria. Vessel and cargo proved a total loss, although the residents in the vicinity of Clatsop beach secured enough flour to last them for several months, and William Chance managed to land one of the cows alive. The *Woodpecker* was a composite schooner and was valued at about $15,000.

CAPT. MELVILLE C. ERSKINE

CAPT. CHAS. H. WILLOUGHBY

Union Bar on the Fraser River, two miles above Hope, was the scene of a terrible steamboat explosion on the afternoon of April 14, 1861. The steamer *Fort Yale*, Capt. Smith B. Jamieson, while passing this point was blown to pieces, instantly killing five men and wounding several others. The destruction of the boat was so complete that it seems a miracle that any one escaped. Among the passengers was Capt. William Irving, of the rival steamer *Colonel Moody*. Captain Irving was in the pilot-house a few moments before the accident occurred, and when the dinner bell rang offered to steer while Captain Jamieson went below. Jamieson laughingly remarked that he would not trust his boat in the hands of an opposition pilot, so Irving left him and, in company with Messrs. Langley, Stevens, Yale, and Landvoight, Dr. Oliver, Captain Grant, H. S. Alley, purser Barnard and bartender Barry, seated himself at the table. A moment later the explosion occurred. Everything above the deck was razed, and, as the dismantled wreck floated down the river, the few who were still able to render aid extricated the bodies of the dead and wounded from the debris. Those killed outright were: Smith B. Jamieson, captain; James Growler, fireman; Joshua Buchanan, cook; an unknown deckhand, and Samuel Powers, a blacksmith of Hope. The injured were: Thomas King, a deckhand, who lost a leg; James Allison, Captain Grant, Dr. Oliver, J. Langley, and others. Engineer McGreavy escaped without serious injury. Captain Jamieson was a brother of Capt. Robert Jamieson, who lost his life when the steamer *Portland* went over the falls of the Willamette, and of Capt. Archibald Jamieson and Engineer Jamieson, who were killed by the explosion of the *Cariboo* a few months later. While

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and returned to New York as second mate. In 1856 he was master of the bark *Indian Queen* plying to the Mediterranean, and two years later rounded the Horn to California as mate on the ship *Ocean Belle*, leaving her to take the same position on the famous old coaster *Live Yankee*, which he held for a season, and then joined the *Falkenberg*, serving as mate and master during the next two years. In 1862 he entered the service of the Pacific Mail Company as mate on the steamship *Pacific*, remaining with them until 1865. He was on the *Brother Jonathan* for a time, but left her the trip before her loss and went to Victoria, where he was given command of the *Fidelater*, which he retained until 1868. He was subsequently in charge of the steamer *Alexander*, and was with her and on the steamer *Constantine* until 1875, during that time running the latter as the first regular mail steamer on the Alaska route, sailing from Port Townsend and calling at San Juan Island, Tongas, Wrangel and Sitka. In August, 1875, he went to Philadelphia and brought out the new steamer *St. Paul* for the Alaska Commercial Company, arriving in San Francisco in March, 1877, which at once went on the Alaska route. He continued there until February, 1893, when he was appointed to his present postition as pilot on the San Francisco bar. Captain Erskine has had nearly forty years' experience on the Pacific Coast, and dnring all that period has never lost a man.

[43] Capt. P. E. Ferchen, who was one of the crew of the pilot-boat *California* in 1855, was born in Germany in 1834 and began his marine career in the German Navy. He came to America in 1850 and in 1852 was employed on a towboat on the lower Mississippi, remaining there until 1855, when he came to the Columbia. Upon leaving the bar service he engaged in steamboating, and after working his way up was appointed one of the State pilots, a position in which he has been very successful and which he still fills.

the terrible calamities on the *Cariboo* and *Fort Yale* resulted in serious loss of life and property, yet the capsizing of a comparatively insignificant freight scow on the Fraser caused more deaths than both of the steamboat disasters. The scow was owned by Dietz & Bullene, who had been freighting for several months on the river, employing Indians to pull the flatboat up and down the stream. On a down trip in December the boat was overturned at a place known as Three Riffles, in the big canyon, and Captain Bullene, a Norwegian boatman, and twelve Indians, were drowned.

The brig *Persevere*, from San Francisco for Victoria, a rotten old Dutch built vessel whose days of usefulness were over a great many years before she started on her last trip, foundered about forty miles off Cape Flattery in September, 1861. She had been lying idle in San Francisco for many months, and only recently had been hauled out and puttied up for the occasion. As soon as she began to sink the crew rushed for the boats, leaving everything behind them, and the last man was hardly over the rail before she disappeared. The survivors headed for Tatoosh, where they were kindly cared for by the keeper until the arrival of the *Sierra Nevada*, which took them to Portland. The bark *Cleopatra*, a well known vessel in the Northwest, was burned off the coast of Southern California while *en route* from the Sound with a cargo of lumber. The disaster occurred July 1st, and, when the survivors reached San Francisco, the underwriters were dissatisfied with the report and caused the arrest of G. T. Smith, the captain, and Samuel Stanton, the mate, charging them with having set fire to the vessel. An investigation was held, but the men succeeded in clearing themselves. Among the deaths of the year were Captains Smith B. Jamieson, Archibald Jamieson and James B. Jamieson, Capt. George W. Staples, Capt. R. L. Whiting of the Pacific Mail steamers, Capt. John Gibbs of Port Townsend, a well known deep-water man, Charles R. Robson, lieutenant-commander of H. B. M. gunboat *Forward*, and Michael Charlton, engineer of H. B. M. ship *Topaz*.

CHAPTER VI.

THE GOLDEN DAYS OF THE OREGON STEAM NAVIGATION COMPANY — THE PEOPLE'S TRANSPORTATION COMPANY—PORTLAND'S FIRST SEASIDE BOAT—HOLLADAY'S $10,000 A MONTH SUBSIDY—BRITISH STEAMERS "THAMES" AND "DIANA"—CAPTAIN IRVING'S "RELIANCE"—WILLIAM MOORE OPENS NAVIGATION ON THE STICKEEN RIVER — STEAMER "SHUBRICK" VERSUS PORT TOWNSEND — THE OLDEST SHIPMASTER IN THE NORTHWEST—WRECK OF SCHOONER "TOLO," BARK "ANN BARNARD," AND SCHOONER "BRANT" — ESTABLISHMENT OF STEAMBOAT INSPECTOR'S OFFICE IN PORTLAND —WAR AND PEACE BETWEEN THE OREGON STEAM NAVIGATION AND PEOPLE'S TRANSPORTATION COMPANIES—MANY NEW STEAMERS BUILT—THE FIRST STEAMER OVER THE RAPIDS AT CELILO—PIONEER SOUND STEAMERS "J. B. LIBBY" AND "MARY WOODRUFF"—BRITISH COLUMBIA LAKE STEAMERS "PRINCE OF WALES," "PRINCE ALFRED," AND "SEATON" — THE "NARRAMISSIC'S" LONG TRIP FROM SAN FRANCISCO TO THE SOUND—THE STEAMER "NEW WORLD" ARRIVES ON THE COLUMBIA—STEAMERS "CASCADES," "YAKIMA," AND "OWYHEE"—"FANNIE TROUP," "SENATOR," AND "RELIANCE" — THE "MARIA" FORFEITED TO THE UNITED STATES GOVERNMENT — THE "CELILO" THE SECOND STEAMER OVER THE CASCADES—THE "FIDELATER"—WILLIAM MOORE'S STEAMER "ALEXANDRIA" — CAPTAIN JIMMY JONES' CELEBRATED CRUISE WITH THE "JENNY JONES" — PUGET SOUND STEAMERS "BLACK DIAMOND" AND "PIONEER" — THE TUG "CYRUS WALKER" — VICTORIA'S FIRST PILOT SCHOONER — WRECK OF THE BARKS "IWANOWNA" AND "OCEAN BIRD," AND SCHOONER "CORNELIA TERRY"—BOILER EXPLOSION ON STEAMER "MARY WOODRUFF."

EIGHTEEN HUNDRED AND SIXTY-TWO was the banner year of Columbia River steamboating, and everything which could turn a wheel found abundant and profitable occupation. The principal cause of the rush, which was at this time fairly under way, was the discovery of the Salmon River mines; and every steamship that left San Francisco for the north was crowded to its utmost capacity with gold-hunters hastening to the mines. The fleet running to the Cascades was frequently unable to handle the people who arrived on the ocean steamships, and the portage was blocked with freight for days at a time. The *Julia*, the *Carrie Ladd*, and later the *Wilson G. Hunt*, were in the Oregon Steam Navigation Company's service as passenger steamers on this route, with the *Rival* and *Independence* operated exclusively for freight and stock. A trip of either of the regular steamers with less than two hundred passengers was deemed light. Some idea may be formed of the vast number of arrivals when it is stated that the steamship *Brother Jonathan*, on a single trip in April, landed one thousand persons in Portland. The Oregon Steam Navigation Company were unable to retain a monopoly of this fine traffic, as a number of opposition schemes sprang up during the year, all tending to divert some of the profits from its coffers. The steamer *Maria* was brought around from the Fraser River to inaugurate a rival system to the upper country, to be known as the Independent Line, but was seized by the Government on a technical charge soon after her advent, and subsequently cut but a small figure in transportation matters. It was the intention of her owners to have her connect at the Cascades with the steamer *Dalles*, on the middle river, and with the new steamer *Pray*, or *Spray*, as she was afterward called, on the upper river. The last-named steamer

CAPT. ALEX. P. ANKENY

was built in the summer of 1862 at Des Chutes by H. W. Corbett, Capt. A. P. Ankeny,[1] Dr. D. S. Baker, William Gates, and Capt. E. W. Baughman, the latter leaving the Oregon Steam Navigation Company to take command. She was a very profitable boat and paid for herself three times over during the first five months that she was in commission; but in March, 1863, the Oregon Steam Navigation Company gathered her in, as they did everything which interfered with their business on the river. After the change of ownership she was commanded by Capt. Charles Felton until 1864, when Capt. J. H. D. Gray took charge and ran her until 1867, being succeeded by Capt. Thomas Stump.[2] The *Spray* was a short-lived boat, and, when she wore out, her engines were taken to Portland and placed in the steamer *Orient*, while the boiler was used for a time in the *Josie McNear*. The dimensions of the steamer were: length, 116 feet; beam, 22 feet 9 inches; depth of hold, 5 feet; engines, 14 x 48 inches. Another contestant for the rich traffic of the Columbia was Captain Van Bergen, who secured the mail contract between Portland and The Dalles, and was early in the field with an organization which he termed the People's Line, the steamers *Adelaide* and *St. Clair* performing the service below the Cascades and connecting with the steamer *Dalles* plying above the rapids. The *Leviathan* also ran between Portland and the Cascades for a short time. She was owned by Capt. Richard Hoyt, and was chartered to Mossman & Co. to carry express matter to the Cascades to connect with Van Bergen's steamer on the middle river.

It was late in 1862 before these ventures were fairly under way, and meanwhile the Oregon Steam Navigation Company enjoyed a prosperity beyond all precedent. From figures obtained from the books kept at The Dalles office of the company, the following statement is made: The receipts from passage money on the *Colonel Wright* on the up trips were: March 27th, $2,625; March 29th, $2,446; March 31st, $1,570; *Tenino*, April 9th, $1,405; *Okanogan*, April 11th, $3,540; April 15th, $1,622.30; April 18th, $1,020; *Tenino*, April 22d, $3,232; *Okanogan*, April 25th, $3,630; *Tenino*, April 27th, $3,289; April 29th, $2,595; May 5th, $6,780; *Okanogan*, May 11th, $2,145; *Tenino*, May 13th, $10,945; *Okanogan*, May 17th, $2,265; May 26th, $6,615. These amounts are for tickets sold at The Dalles office for the up trips only. While the travel down stream was not nearly so large at this period, the pursers on the Lewiston boats turned in cash fares of from $1,100 to $4,000 each trip, and the returns from freights were something enormous. One up trip of the *Tenino* in May produced over $18,000 for freight, fares, meals and berths. There were other sources of revenue which, while seeming insignificant in those days, would be regarded as remarkable at the present time. Among the "extras" was the bar privilege on the steamers, which realized a monthly income of $1,200 from the *Tenino* and *Okanogan*, while the dispenser of liquids on the *Idaho* contributed $300 per month for the privilege of catering to the traveler on the middle river.

CAPT. THOMAS STUMP

Among the many aspirants for a share in the golden harvest from the mining excitement was the steamer *Cascadilla*, which appeared on the upper river in the fall under the management of the pioneer W. H. Gray and his son, Capt. W. P. Gray.[3] The *Cascadilla*, a diminutive sternwheeler of small power built at Celilo by W. H. Gray, Jacob Kimmel, and James Robbins, was launched in October, 1862, and ran between Celilo and Wallula until the river closed, and in the following spring was taken to Lewiston and operated on the Clearwater between that point and Fort Lapwai, making occasional trips to the mouth of the Asotin River above Lewiston. In the fall of 1863 Gray sold his interest in the steamer to Capt. Leonard White and R. N. White, who used the boat principally between Wallula and Priests Rapids, and finally disposed of her to the Oregon Steam Navigation Company, who removed the engines and placed them in a steamer on Clark's Fork of the Columbia. The *Cascadilla* was one hundred and six feet long, eighteen feet beam, and three feet six inches hold, with engines eight by thirty inches.

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[1] Capt. Alexander P. Ankeny was born in Pennsylvania in 1813 and came to Oregon in 1850. He was first engaged in steamboating on the Willamette River at the time of the organization of the Oregon Steam Navigation Company, when he was the principal owner in the steam ferry-boat *Independence*, which he started on the Cascade route in opposition. The *Independence* was an insignificant craft, but anything which could carry freight was valuable in those days, and the Oregon Steam Navigation Company soon made it an object for Captain Ankeny to join forces with them. After selling the *Independence* he was interested in the *Spray* on the upper river, until she passed into the hands of the all-absorbing company, and subsequently embarked in a number of large commercial enterprises ashore, all of which tended to the growth and development of the Northwest, and in which he succeeded in accumulating a fortune. He died at Salem, Or., March 23, 1891.

[2] Capt. Thomas Stump was born in Nashville, Tenn., in 1829, and came across the plains in 1849 with his father and brother. On arriving in California he began running on a small sternwheeler plying between Sacramento and Marysville in 1850, and shortly afterward entered the service of the California Steam Navigation Company, continuing with them until he was employed by Capt. J. C. Ainsworth to go to Oregon and take charge of the *Colonel Wright*. He was sent to the headwaters of the Snake with the steamer as soon as he arrived, and was afterward in command of nearly all of the upper Columbia and Snake River fleet, remaining in active service until his death, which occurred August 13, 1881, while coming down from Lewiston with the steamer *Spokane*. He was in the pilot-house, and his pilot, Van Pelt, was at the wheel. As they were passing a point about twenty miles below Riparia, Captain Stump, who had been conversing with Van Pelt, suddenly swayed and fell against the pilot, who caught him before he struck the deck. Assistance was immediately rendered, but his death had been instantaneous. In addition to being a thorough steamboatman, he was a genial, warm-hearted fellow, who left a host of friends all over the Northwest.

[3] Capt. William P. Gray, the second son of the pioneer W. H. Gray, was born at Oregon City in 1845, and began steamboating with his father on the steamer *Cascadilla* on the upper Columbia in 1862, although he had previously sailed a sloop on the Fraser River. After leaving the *Cascadilla* he served as pilot on the *Colonel Wright* with Capt. Thomas Stump, having been with him when he tried to take the steamer through Snake River Canyon. He ran on several of the Oregon Steam Navigation Company's boats on the middle and upper Columbia, and from there went to the lower river and the upper Willamette and Yamhill. He spent several months navigating the waters of the Stickeen, and has been on several routes on Puget Sound. In 1888 he took the steamer *City of Ellensburg*, the first boat ever taken through Rock Island Rapids, from Pasco to the mouth of the Okanagan River. Captain Gray was on the *U. S. Grant* when she was wrecked at Fort Canby, and has been in several very tight places during his long career, but has always been fortunate with the many steamers he has handled. He is at present living at Pasco, where the *Frederick Billings*, of which he had command when she was in commission, is tied up.

The Oregon Steam Navigation Company had heretofore experienced no trouble in buying out or whipping in anything that disputed their sway, but the hardest opposition which they had yet encountered made its appearance in 1862, when the People's Transportation Company came into existence. The new organization was an important factor in the river business from the start, and for ten years continued to grow until it assumed proportions nearly equal to its mighty rival in the days of its infancy. Nearly all of the steamboatmen who were not connected with the Oregon Steam Navigation Company were either taken into the People's Transportation Company at its inception, or afterward acquired an interest, but the principals in the formation of the company were the McCullys,[4] S. T. Church, E. N. Cook,[5] E. W. Baughman, Stephen Coffin, and J. D. Biles. There were sixty-five stockholders scattered along the Willamette River from Eugene to Portland, and when the organization was perfected the company owned the steamers *James Clinton*, *Relief*, and *Enterprise*. Stephen Coffin was president in 1862, and E. N. Cook and the McCullys, directors. The latter had enjoyed some experience in steamboating through their investment of $3,000 in the *Clinton* to assert their independence of steamboat combines, having been at that time heavy shippers. Flushed with their success in driving all rivalry from the Willamette River, the new company looked for larger fields and decided that they would attempt to secure some of the immense business which the Oregon Steam Navigation Company was handling on the Columbia. They built the steamer *E. D. Baker* to run to the Cascades, and the *Iris* for the middle river, and for a connection above The Dalles used the steamer *Kiyus*. The Oregon Steam Navigation Company started the steamer *Wilson G. Hunt* after them on the Cascade route, and fares and freights suffered accordingly. The *Baker* was a fast boat and frequently outstripped her big rival on the run between the Cascades and Portland. The steamboat war continued until the summer following the appearance of the People's Transportation Company, which had succeeded in contracting debts to the extent of $65,000 in their efforts to establish the opposing line. A reorganization was effected, with David McCully, president; L. S. Parrish, vice-president; T. McF. Patton, secretary; D. McCully, J. S. Parrish, J. D. Biles, E. N. Cook, S. T. Church, and T. McF. Patton, directors. The new officers undertook to raise enough money to clear off the incumbrances and put the business on a sound basis, but, while they were negotiating, W. S. Ladd, representing the Oregon Steam Navigation Company, called on McCully and proposed a compromise which would enable all parties concerned to recoup the losses they had sustained in the contest for supremacy. McCully signified his willingness to exchange the *Iris* and the *Kiyus* on the Columbia for the steamers *Onward*, *Rival* and *Surprise* controlled by the Oregon Steam Navigation Company on the Willamette, and to withdraw from the Columbia River, for a bonus of $15,000. After some time spent in arguing the matter, the Oregon Steam Navigation Company finally made an offer of $5,000, which was declined. Each retired for a conference. The People's Transportation Company's officials secretly decided to accept $7,500. Much to their satisfaction the Oregon Steam Navigation Company's officials returned with a proposal of $10,000, which was accepted, and the transfer was soon made.

S. T. CHURCH

For ten years following this agreement each of the big corporations kept strictly within the bounds of the territory agreed upon. One of the first additions to the People's Transportation Company's fleet was the new steamer *Senator*, built by Capt. Joseph Kellogg for the Oregon City route; and, as he came into the company with his steamer, the arrangement was very desirable. While the company met with some reverses, and was always troubled to a certain extent by competition, yet it continued to prosper, and the profits were expended in improving its steamers and wharves. They constructed the canal and basin at Oregon City, and enjoyed a long period of success, but slightly interrupted, until the completion of the locks at Oregon City by the Willamette Locks & Transportation Company. The People's Transportation Company, having invested a large amount in building a basin above the falls to facilitate the trans-shipment of freight, which would be rendered useless if they patronized the new waterway, refused to change their transportation methods; and the rival company, in retaliation, proceeded to construct the steamers *Willamette Chief*, *Beaver* and *Governor Grover*. The People's Transportation Company owned the steamers *Enterprise*, *Fanny Patton*, *Albany*, *E. N. Cook*, *Alice*, *Active*, *Alert*, *Echo*, *Success* and *Onward;* and, not wishing to risk a prolonged contest, the entire stock of the company was sold to Ben Holladay for $200,000. Financial difficulties subsequently overwhelmed Holladay, and he was forced to sell to the Oregon Steam Navigation Company, which had already commenced work on the steamers *Orient*, *Occident* and *Bonanza*, to be used on the Willamette. Thus ended the People's Transportation Company, which during its existence had expended over a million dollars for steamboats, docks and improvements.

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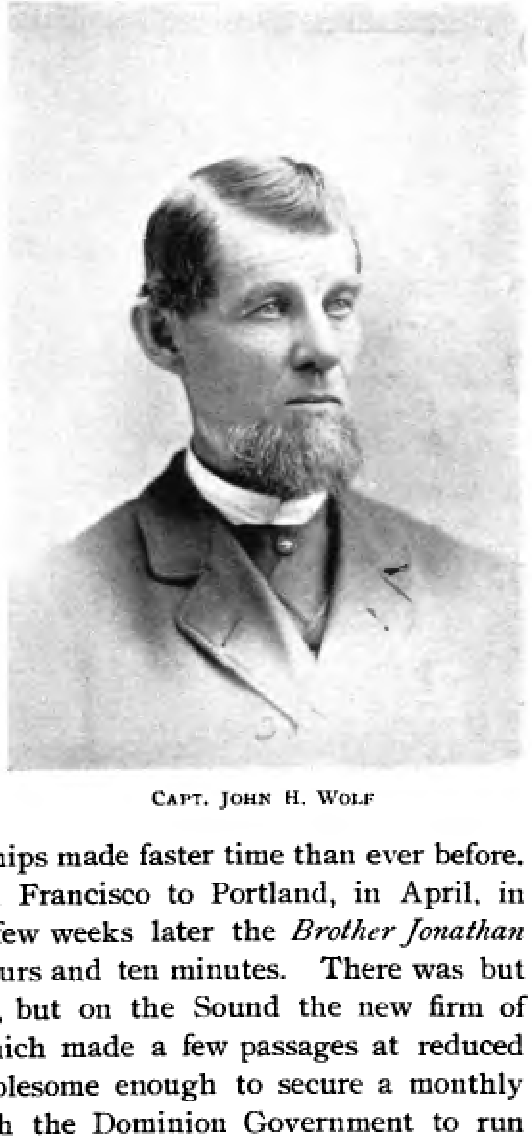
[4] David McCully, and his brother Asa A. McCully, were born in the province of New Brunswick, the former in the year 1814 and the latter in 1818. While both were children their parents emigrated to Iowa. In 1852 the two brothers came overland to Oregon and settled at Harrisburg, where they engaged in general merchandising, with which they were quite successful, but were somewhat handicapped by having been compelled to haul their goods part of the way in wagons instead of getting them by steamer, as their rivals farther down the river were enabled to do. An endeavor to remedy this state of affairs was the means of making them prominent factors in the marine business for many years. They started a shipment of fifty tons of freight from Portland on the steamer *Portland* in 1855, with the understanding that it was to be transferred to the *Enterprise* above the falls, and by the latter steamer taken through to Harrisburg. When the *Enterprise* reached Corvallis the citizens of that place threatened to withdraw their patronage from the boat if she attempted to make any other port the head of navigation, and brought so much pressure to bear on Captain Jamieson that he unloaded the goods at that point, a proceeding which aroused the ire of the McCullys, and they at once sought for a boat which they could control. Their success in this undertaking has been already related, and from the time they secured the steamer *James Clinton*, until they retired from the direction of the People's Transportation Company, they made good records as steamboatmen, their policy in all cases being to include as many stockholders as possible in their enterprises without allowing the management to pass from their hands. Both withdrew from steamboating shortly after the Transportation Company ceased to exist, and died near Salem a few years ago.

[5] E. N. Cook was born in Jefferson County, N. Y., in 1810, and in 1851 started across the plains to Oregon, stopping for a short time at Salt Lake City and then proceeding to the Willamette Valley. He engaged in business at Salem, and, when David McCully was seeking reinforcements to aid in his approaching conflict with the Oregon Steam Navigation Company, Mr. Cook became a willing ally, and remained with the People's Transportation Company as a director from the time of its organization until it passed into the possession of Ben Holladay, when he retired and resided at Salem until his death, May 6, 1879.

Owing to the fact that low water between Clackamas Rapids and Oregon City had always caused trouble during certain seasons when there was not sufficient depth for the larger boats, Captain Ainsworth put the steamer *Skedaddle* on that portion of the river in 1862. She was a small steam barge thirty-six feet long, with a seven by twelve engine, built by Capt. George Pease, who also constructed at the same time her exact counterpart, which was to be used without steam. The *Skedaddle* was in charge of Cyrus Locey, and did not stand well enough in the estimation of the inspectors to be permitted to go below the mouth of the Willamette.

A new branch of steamboat business on the Columbia, which in after years assumed great importance, was started in 1862. The population and wealth of Portland had increased to such an extent that its inhabitants sought summer recreation at the seashore, and the *Jennie Clark* was the first regular "seaside" boat from the metropolis. She commenced running weekly to Fort Clatsop, on the Lewis & Clarke River, in July; and, although her crowds were small in comparison with those which in recent seasons have thronged seaward on the *Alaskan*, *Olympian*, *Ocean Wave*, *Telephone*, *Potter*, and other boats, it is a question whether the later-day sojourners find as much enjoyment as did the few who paid fifteen dollars for the round trip on the *Jennie Clark* in 1862. Aside from the occasional trips of the latter steamer, the Oregon Steam Navigation Company confined its operations almost entirely to the Cascade route and the upper Columbia. In addition to building the steamers mentioned for the Willamette and arranging for others to follow during the next year, Captain Ainsworth went to San Francisco and purchased the iron for fifteen miles of railroad between The Dalles and the upper river. This was the beginning of the extensive railroad system afterward operated by the Oregon Steam Navigation Company and its successors. An incident showing the attitude of the company toward its employees was the presentation, in 1862, of a gold watch to each of the following masters: John H. Wolf[6] of the *Julia*, John McNulty of the *Idaho*, E. W. Baughman of the *Tenino*, and Leonard White of the *Colonel Wright*, an act of gracious appreciation of faithful service much at variance with the customs of those in power in later years.


CAPT. JOHN H. WOLF

Owing to the heavy passenger travel on the ocean routes, the steamships made faster time than ever before. The *Sierra Nevada*, Captain Conner, accomplished the voyage from San Francisco to Portland, in April, in seventy-two hours, then claimed to be the fastest trip on record; but a few weeks later the *Brother Jonathan* totally eclipsed that performance by making the same run in sixty-nine hours and ten minutes. There was but little change in the steamers plying direct to the Columbia at this time, but on the Sound the new firm of Holladay & Flint had some competition from the steamship *Herman*, which made a few passages at reduced rates. The *Herman* was not of a very high order, but she proved troublesome enough to secure a monthly subsidy of $10,000 to withdraw. Holladay & Flint had contracted with the Dominion Government to run fortnightly mail steamers to Victoria, receiving for the service a bounty of $5,000 per month, and prior to the inauguration of opposition a trip with less than $10,000 in fares was considered a light one; so the amount paid to retain a monopoly of the business was easily recouped.

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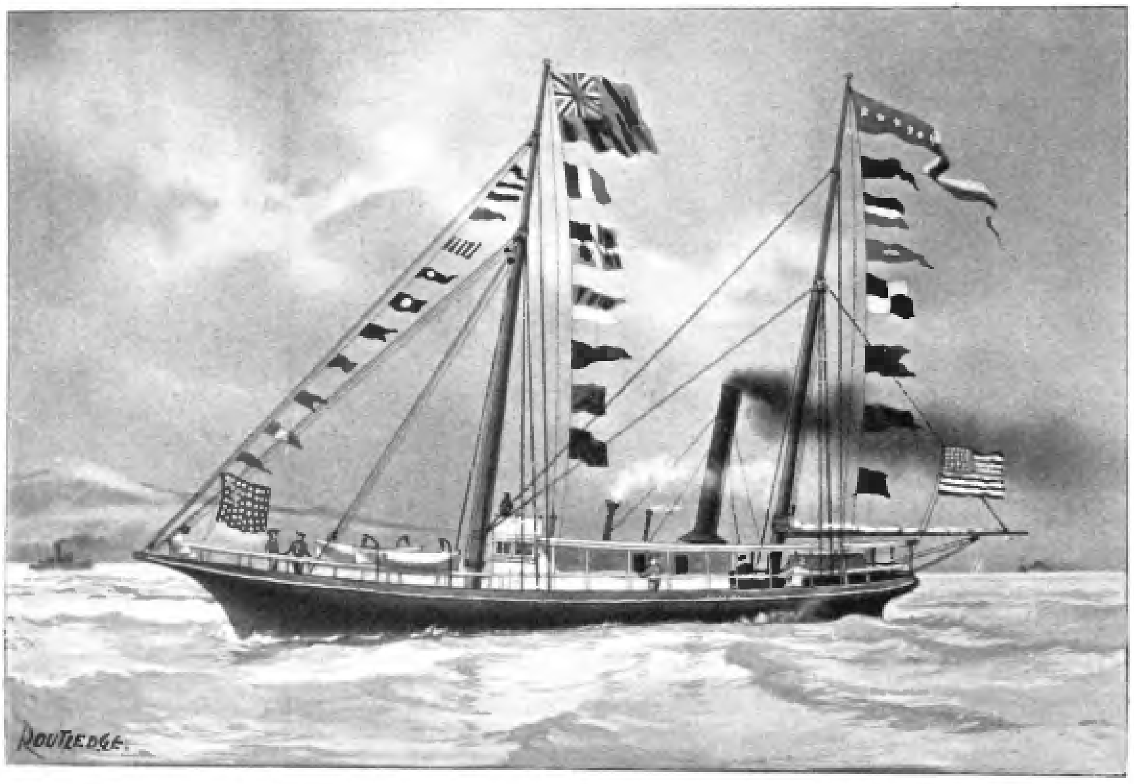
[6] Capt. John H. Wolf, who saw more years of continuous service with the Oregon Steam Navigation Company and its successors than any other captain in their employ, was born in Germany in 1824 and came to Oregon in 1852 on the schooner *Emhous*, which he left soon after arrival and commenced steamboating on the old *Multnomah* with Capt. Richard Hoyt, Sr. Quick to learn, and a general favorite with every one, the young man was soon promoted, in due season became captain of the *Belle*, and from this position rose steadily until he was in command of the best steamers owned by the Oregon Steam Navigation Company. At various times during his long career he handled nearly every steamer belonging to that corporation, with the exception of the Willamette River boats. Captain Wolf was a thorough steamboatman in every respect, and no night was too dark, and no fog too thick, to baffle his skill. Withal he was a genial, kind-hearted gentleman, whose name will always awaken a flood of pleasant memories in the minds of those who knew him. He continued on the Columbia until a few weeks before his death, which occurred in Portland, October 14, 1885, after a third of a century of continuous service on river steamboats.

The ripple of excitement caused by the incipient rivalry of the preceding year on the Puget Sound routes had subsided, and the *Eliza Anderson* was almost alone in her glory, charging fifteen dollars fare to Victoria from Olympia, with an additional Federal tax of fifty cents per head. The *Anderson* had been thoroughly overhauled and supplied with new boilers, and enjoyed three years of prosperity, clearing from $3,000 to $6,000 per month and equipping her owners for any combat which might occur.

Captain Devereaux

The Alberni Mill Company began operations on quite an extensive scale in 1862, and late in the year secured the steamer *Thames* to use in their coasting business. The *Thames* was an old Holland built cattle steamer, which had sailed for years between Hamburg and London. She came from the latter port in charge of Captain Henderson, who had lost the *Woodpecker* the preceding year, and soon after her arrival Captain Brown was given command. She remained in the Northwest until 1865, when Captain Devereaux took her to the Sandwich Islands, from there to San Francisco, and thence to Nagasaki, where she was purchased by an American firm, who refitted and sold her to a Japanese, by whom she was operated as a coaster. After a brief period in this service the *Thames* was driven ashore by a typhoon, and over one hundred and fifty people lost their lives. She was about three hundred tons burden, and had a single engine twenty-seven by thirty inches. The Alberni Mill Company had another steamer in their service in 1862, which in after years achieved considerable local fame. She was called the *Diana*, and is always alluded to by old-timers as the "largest small steamer" or the "smallest large steamer" that ever ran in the Northwest. She was brought from China to San Francisco as a launch for the Pacific Mail Company and lengthened by Superintendent Allison. She exploded off the Vallejo Street wharf, December 27, 1860, killing William Shaw, engineer, and Thomas Johnson, fireman. She was then sold to Captain Stump and taken to British Columbia. Her new owner was always afraid of her, so he soon removed the machinery and sold the hull to Capt. Tom Wright, who equipped it with new motive power, and fitted the steamer up to carry the mails between San Juan Island and the mainland, and to convey officers and troops about the Sound, under charter to the United States Government. She remained in this service for a long time, making San Juan her home port, and running as far north as Sitka on special occasions. San Juan Island was still regarded as an "orphan" domain, and, as the *Diana* had been under both the American and British colors, Capt. Tom Wright graciously gave the latter flag precedence on entering a British port and the former in American harbors. In 1868 the steamer was sent to San Francisco in charge of Capt. Leon Smith and sold to the Sausalito Ferry Company. She remained on the bay until 1874, then started north again, but was wrecked near Quinalt (see wreck of *Diana*, 1874). Before Wright purchased the steamer she was commanded at different times by Captains Beadle, Croaker, McCulloch, Doane, and others. Madigan,[7] Lawson, McIntosh, and other well



Steamer "Diana"

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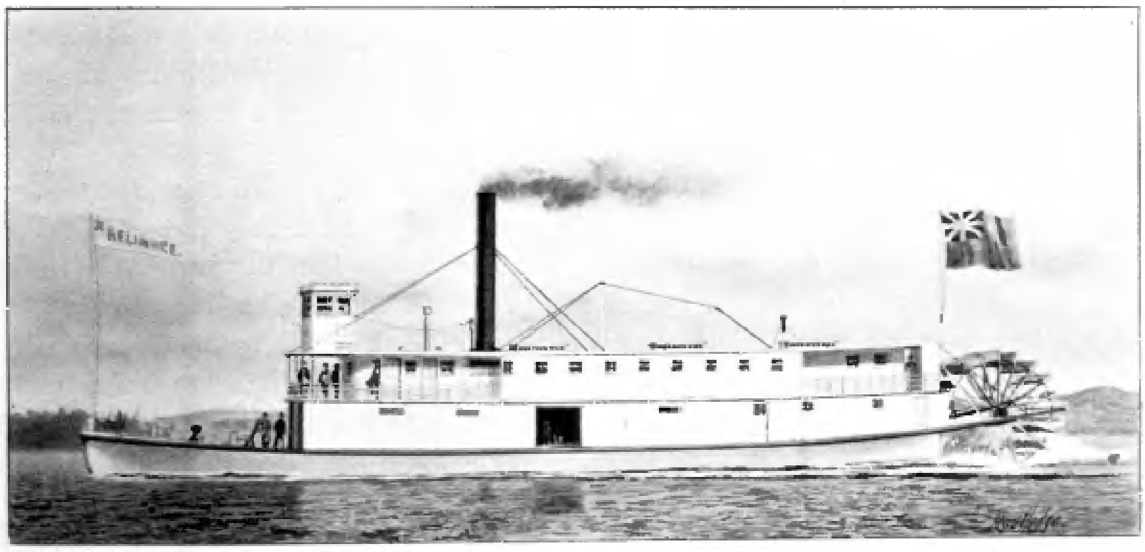
[7] Benjamin Madigan, engineer, was born in County Cork, Ireland, in 1838. When quite young he came to this country and learned his trade in the DeLamater Iron Works in New York, leaving there to enter the steamship service. After a short time on the Cuba route he went to San Francisco in 1862, and thence to Victoria in July of that year. He secured employment on the steamer *Diana*, and also on the old steamer *Thames*, remaining on the latter about two years. In 1865 he joined the steamer *Otter* and made two voyages North with Captains Lewis and Swanson, then going to the steamer *Isabel*, where he remained for two seasons. After leaving the *Isabel* he spent the next four years and a half on the mail steamer *Sir James Douglas*, and when the *Douglas* was laid up with a broken shaft he was transferred to the *Maude*, owned by Captain Spratt. While in Spratt's service he was also engineer on the *Cariboo Fly* for nearly three years, but left to serve on the *Beaver*, then belonging to Saunders. He purchased an interest in the *Beaver* and replaced her old-style engines with poppet valves, provided new boilers, and made other improvements. He operated the old craft about three years, and was subsequenty employed on the steamer *Alexander*, then in the possession of Warren & Saunders. After she was bought by Dunsmuir he remained at his post until 1882, when, with Captain Myers, he went to England and brought out the steamer *Sardonyx*. The following year he accepted a position on the *Barbara Boscowitz*, which he is still occupying.

known engineers, handled the machinery. Her dimensions were: length, one hundred feet; beam, thirteen feet; depth of hold, ten feet.

On the Fraser, Captain Irving disposed of his interests in the steamers *Governor Douglas* and *Colonel Moody* and built the *Reliance*, the finest steamer yet in the trade. She was one of the best known of the Irving fleet and was a sternwheeler one hundred and twenty-six feet long, twenty-six feet beam, and four and a half feet depth of hold, with engines fourteen by fifty-four inches. She commenced to run on the Fraser soon after her completion, and, owing to the great popularity and enterprise of her owner, was very successful. When the steamboat combine was formed on the river in 1863, the *Reliance* kept out of it and made more money than all of the other steamers. In 1864 she was running to Yale, and frequently carried over a hundred passengers through. She followed the Fraser trade for ten years, most of the time in command of Capt. William Irving. It was on this steamer that Commodore John Irving, of the Canadian Pacific Navigation Company, received his early lessons in a calling in which he has been remarkably successful. The *Reliance* did but little in the seventies, as her days of usefulness were almost ended, and in 1876 the new *Reliance* took her place in the marine annals of British Columbia (see steamer *Reliance*, 1876). The *Flying Dutchman* was withdrawn from the Fraser in 1862, and Capt. William Moore found a new field for steamboating on the Stickeen River, where gold had been discovered. He made the first trip up this stream, towing a barge and carrying one hundred and twenty-five passengers. Moore cleared $14,000 with his steamer in the first seventy-two days of the excitement.

BENJAMIN MADIGAN

The steamer *Shubrick* was on the Sound the greater part of the year towing revenue cutters, carrying mail and jobbing around wherever her services were needed. She was in command of Captains Pease and Wilson, and during the summer engaged in a very warlike demonstration at Port Townsend. Victor Smith, collector of the port, desired to move the custom-house to Port Angeles, and, on the refusal of those in power to give up the keys, he ordered the *Shubrick's* guns trained on the town, threatening to fire unless they were handed over. The Port Townsend people temporarily surrendered, but a few days later about twenty of the citizens went to Olympia and swore out a complaint against Collector Smith. As the *Eliza Anderson* demanded $15 fare from Port Townsend to Olympia, the party chartered the schooner *R. B. Potter* and started in charge of Capt. H. L. Tibballs,[8] with the craft gayly decorated with British and American flags. As the schooner sailed past Steilacoom the *Shubrick* was lying at the wharf, and when opposite the cutter the men on the *Potter* saucily fired a gun. A warrant was issued at Olympia for the arrest of Capt. J. E. Wilson of the *Shubrick* and Collector Smith. United States Marshal Huntington went on board at Steilacoom to serve the writ, but was forcibly removed from the vessel without being allowed to see the Collector, who was below. After a second futile attempt to carry out his instructions, the *Shubrick* steamed away. A few weeks later the schooner *Potter* was seized for violating the revenue laws in improperly flying her flags when under sail. A light fine was imposed, and Smith, in a measure, evened the score for the disrespect shown when the *Potter* passed the *Shubrick* at Steilacoom.



FRASER RIVER STEAMER "RELIANCE"

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[8] Capt. H. L. Tibballs was born in Middletown, Conn., in 1829, and commenced going to sea when a boy, rising in the profession until, at the age of twenty, he was master of a brig running to the West Indies. In 1853 he tested the first diving-bell built in the United States, and subsequently fitted out the bark *Emily Banning* at Wilmington, Del., and spent several months on the Spanish main working on sunken ships and in the pearl fisheries. He explored the wreck of the Spanish frigate *San Pedro*, which went down in 1814 with over $3,000,000 in treasure aboard while in these waters, and succeeded in recovering $68,000 before he was ordered away by the Mexican Government. He sailed first to St. Helena and then to Panama and dove for a short time for pearl oysters, afterward going to Acapulco, where he spent three months in the same pursuit and then bore away for San Francisco. The *Banning* was disposed of at this port, and the diving-bells were used in the construction of the sea wall. In September, 1855, Captain Tibballs went down to Port Agulla and worked on the wreck of the steamship *Yankee Blade* with indifferent success. Coming back to San Francisco he shipped for Sydney, Australia, as sailing master on the clipper *What Cheer*, owned by Stevens, Baker & Co., going in forty-six and returning in forty-four days. He afterward joined the revenue cutter *Jeff Davis* in the same capacity and proceeded to Puget Sound, arriving at Port Townsend in April, 1856, and left the cutter soon afterward to settle at the Key City, where he has resided ever since. He was for many years Sound pilot for the Pacific Coast Steamship Company, and in 1871 became their agent and built Union Wharf at Port Townsend. In addition to his connection with the marine business, Captain Tibballs has been a member of the Legislature, sheriff, councilman, county commissioner, and postmaster, and has held various other positions of trust. He retired from the water permanently a few years ago.

Smith was a bright fellow, but he was always at war with some one. A few months after his Port Townsend escapade, he rewarded with discharge the men who had remained true to him during the trouble. All the officers on the *Shubrick* were relieved from duty except Lieutenant Selden and Engineer Winship.[9] The affair, with its attendant imbroglios, created considerable feeling on the Sound, and Collector Smith was roundly scored by many of the interested parties, who continually sought opportunities for revenge, until the waters of the Pacific closed over the *Brother Jonathan*, and the aggressive Smith rested beneath the waves.

Capt. H. L. Tibballs

An exciting episode occurred at Port Angeles in 1862. The schooner *F. P. Green*, Capt. Edward Howard,[10] was seized by Deputy Collector Moore. Howard had just bought the schooner in San Francisco, and intended to have her papers changed at Port Angeles; but, as he arrived late at night, the Deputy Collector told him to come up in the morning. Before daylight the *Shubrick* was alongside and towed the schooner to the cutter *Joe Lane*, then lying in the harbor. Captain Howard was informed that the schooner had been confiscated, and ordered ashore. Bonds were offered but were refused. As Howard was the owner of the schooner and cargo, he determined to secure the vessel; so that night about eleven o'clock he quietly borrowed the custom-house boat and sculled out to the craft, locked the marshal in the cabin, woke the crew, slipped the cable, and set sail for Victoria, where he waited for the return of Collector Smith, who was in Washington, the Deputy Collector at Port Angeles meanwhile offering a reward of $1,000 for the return of the fugitive, dead or alive. When Smith arrived he went to Victoria, and on paying for the custom-house boat, the return of which had been neglected, Howard was cleared, and at once sailed to Port Angeles and secured the anchor and chain left in his haste to get away.

Capt. Edward Howard

Desirous of emulating the Oregon Steam Navigation Company in its wonderful success on the Columbia, an organization composed principally of Puget Sound men, and bearing the name, Columbia Transportation Company, was incorporated at Vancouver, Washington Territory. The promoters were T. H. Smith, A. D. Sanders, Milton Aldrich, E. S. Fowler, D. Horton, W. W. Miller, P. J. Morey, A. S. Abernethy, and Charles C. Phillips. The articles of incorporation stated that the company was organized for the purpose of building, buying and running steamboats, steamships, railroads, etc. The company never accomplished many of these intentions, and, as far as transporting anything on the Columbia was concerned, the title proved a misnomer.

Several sailing vessels arrived at Victoria in 1862 from England, and a few of them came well laden with passengers. The British ship *Cyclone* brought 120 from London, the *Mountain Wave* 145 from Sydney, and the ship *Lockett* and the bark *San Francisco* from London, the bark *Onward* and the ship *All Serene* from Sydney also brought a few, and in September an ocean tramp steamship, the *Tynemouth*, arrived at Victoria from London with 242. There were but few changes in the coasting fleet of sailing craft this year; nearly all of the old-timers found plenty of business, and a few new ones appeared to keep transportation facilities up with the march of progress. The number of vessels loading lumber on the Sound was larger than in 1861. Among them were the following: Ships *Virginia*, *Lady Young*, *Electric Spark*, *Golden Rule*, *Coquimbo*, *Dublin*; barks *Bella Marina*, *Benjamin Rush*, *Carlotta*, *Brontes*,[11] *Keoka*, *William Kurcher*, *Phillip I.*; barkentine *W. H. Gawley*,[12] and a great many smaller vessels of various rigs. Utsalady was an important lumber point in 1862, and during the year ten cargoes were shipped foreign. Of this fleet the ships *Golden Rule*, *Devonshire*, *Andrew Jackson* and *Seaman's Bride* sailed for Spain, the ship *Zingara* and the bark *Grace Hammond* for Valparaiso, the ships *Lady Young* and *Alice Thorndyke* for New Zealand, the ship *Midas* for Australia, and the brigantine *Colonel W. H. Wallace* for Shanghai, while the bark *Iona*, barkentine *Nellie Merrill*, and schooner *Sarah*, loaded for San Francisco. The old revenue cutter *Jeff Davis*, which had become a prominent figure in marine circles on the Sound, was sold in January, Grennan & Cranny purchasing her for $2,920. South of the Columbia there was but little trade

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[9] T. J. Winship, one of the best known of the early engineers in the Northwest, was born in New York in 1827 and came to the Pacific Coast on the steamship *Shubrick*, with which he remained as chief for many years. He was an excellent engineer and machinist and a good-natured, whole-souled gentleman, who had a host of friends in every port his vessel visited; and it was in his honor that the Winship Chowder Club, an organization of ancient mariners on the Columbia River, received its name. After leaving the *Shubrick*, Winship received the appointment of lampist in the lighthouse service on the Pacific Coast, holding this position until his death, which occurred in San Francisco, March 5, 1878.

[10] Capt. Edward Howard may well be called the dean of shipmasters in the Northwest. Ten years before the construction of the ancient steamer *Beaver* he was sailing as an apprentice boy, and was master of a brig in the West Indian trade when that pioneer departed from the Old World for the Northwest, nearly sixty years ago. He was born in England in 1812, and at the age of thirteen was apprenticed on a 1,200-ton frigate running to India, narrowly avoiding wreck on the Malabar coast before he returned in safety from his first venture in 1826. After a visit to the coast of France he again journeyed to the East in the ship *Palmyra*, which grounded in the Ganges, fortunately escaping from the treacherous sands, which had swallowed up many a noble craft. Only one other had ever floated after a similar mishap in that river. It was on the ship *Lady Rowena*, with a cargo of sheep from London for Tasmania, that young Howard found his next berth, and on his return he joined a prison ship which transported five hundred convicts to Australia from Cork, Ireland. After discharging them she sailed for the East Indies, touching at Samarang, Java, at Penang and Singapore, finally loading betel nut on the coast of Sumatra for Calcutta. At this point he offered his services to the American ship *Messenger*, bound for Boston, Mass. He left the *Messenger* for the *Constellation*, with which he remained three years, visiting Liverpool, Hamburg and Amsterdam. He quit her at New Orleans in 1833, and a month later was cast away with the brig *Clio*, on which he had shipped for Philadelphia. He then sailed to the West Indies on the brig *Ganeclift*, nearly dying with the yellow fever at St. Thomas. On his recovery he returned to the United States and coasted for a short time on the brig *Java*, from which he went to the brig *Constitution*, running to New Orleans, but after one trip embarked on the *Delaware* for the West Indies. On the conclusion of that voyage he joined the ship *Post Captain* for Rio Janeiro, and after his return to the United States signed with the brig *Rubicon* at Philadelphia, which went up the Potomac to Georgetown and loaded for Barbadoes, but was wrecked before reaching her destination. He was subsequently captain of the brig *Authentic*. As there are few shipmasters living who have enjoyed such a long and eventful career, a condensed account of Captain Howard's sixty years' experience as a

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commander is well worthy of narration. After leaving the *Authentic* he ran the schooner *Cyrus* in the Mediterranean trade from 1837 until 1841, then the brig *Penang* from the Mediterranean to the Rio de la Plata, whence, finding no employment, he went to Rio Janeiro and loaded coffee for Philadelphia. He then sailed on the *Chippola* to Brazil and return; the ship *Hualco*, St. Thomas to Hamburg, bringing her back to New York; the schooner *Sarah*; the *Philadelphia*, on the round trip to Barbadoes; the brig *Echo*, to Havre de Grace and Sydney, Cape Breton; and then for two years he commanded the *Fashion*, the fastest schooner sailing out of any port in the United States at that time. Purchasing an interest in the brig *Georges*, he engaged in the Mediterranean trade, afterward taking her to Africa, where the vessel was disposed of and became a slaver. Howard tarried for a few months before going to Bahia, where he found the confiscated bark *Maud Theresa* in the hands of the American consul, waiting for a master to take her to the United States. Captain Howard advanced $1,300 and brought her safely to this country, accepting an order on the Government for the money invested. On reaching his journey's end he turned the vessel over to the owners and presented the draft, which the department refused to honor; and, although Captain Howard has spent fully $1,000 in attempts to collect, the amount is still unpaid. At Philadelphia he purchased a brig called the *Rowena* and made one voyage to the West Indies, subsequently loading at New York for Madeira. On the way she was dismasted, and laid at Lisbon three months for repairs, finally getting away and reaching the island in the spring of 1849, where, after discharging, he received freight and passengers for Bahia. In crossing the equator the *Rowena* fell in with several vessels loaded with emigrants for California. After reaching Bahia he sailed for Rio, where, finding the American bark *St. Mary* financially distressed, he advanced money and secured her, chartering his brig to parties by whom it was used in the slave trade. With the *St. Mary* he reached San Francisco, August 4, 1849, and, when the bark was sold at auction to clear his bottomry claim of $7,600, he bid her in, and after refitting, sailed in November with one hundred and twenty passengers for Panama, where the bark was sold. He journeyed across the Isthmus on a mule to Chagres, where he secured passage on a steamer to New York. There he bought the bark *Leonosa*, the brig *Alert*, and an interest in the ship *Buena Vista*. He sailed the *Leonosa* to California himself, but subsequently turned her over to his brother, Capt. Dan Howard, and bought the schooner *Juliet*, which he operated for a short time on the Southern coast, but, having been taken sick at Panama, returned to San Francisco on the steamer *Republic*, leaving his mate in charge of the *Juliet*. From San Francisco he went East by way of Panama on the steamer *Union*, was shipwrecked, but rescued and taken on by the *Northerner*, reaching New York in due season, where he invested in the bark *Hermione*, ran her to the West Indies and Mobile, and later took her from Charleston to Gottenburg, Sweden, laden with cotton, for a return cargo, loading timber for London, thence to Sydney, N. S. W., to Madras, back to Sydney with passengers and freight, and from there to Calcutta. Captain Howard had the misfortune to lose his son, a lad of sixteen, and his second mate at the mouth of the Hugli River. Returning to Sydney he found business poor, but secured a little freight and a few missionaries for the Navigator Islands. Having landed them at Apia he visited one of the adjacent islands and then sailed for Tahiti to ship a crew, which he had been unable to secure at Apia. From Tahiti he went to Valparaiso, and was chartered to take cargo to the Sandwich Islands for the British fleet then in the North Pacific; from Honolulu he steered for San Francisco, arriving in February, 1855. He laid the *Hermione* up and took command of the *Leonosa*, placing her on the Sound, where he assisted his brother and Captain Renton out of a financial difficulty in which they had become involved in operating the Port Orchard Mills. He then took up a homestead at Port Orchard, but soon abandoned it and returned to the *Leonosa*, which he ran during the Indian troubles. A transaction in which he engaged at this time resulted in a loss of nearly $10,000. He went to Portland for a cargo for the Interior Department and paid for it in gold. His compensation from the Government was in scrip, which he was obliged to dispose of at a heavy discount. In 1857 he bought a shipload of lumber, sailed for Chile, and followed the coasting trade until the Fraser River excitement, when he visited Victoria, purchased a large tract of land and went into business. His mate ran the *Leonosa* in the coasting trade nearly a year, and finally lost her, with all hands. The disaster told heavily on her owner, as the company in which she was insured failed about this time and he received nothing. Captain Howard then went to the mines and expended $1,000 in securing $17.50 worth of gold. This disheartening experience sent him to Victoria, where he bought the schooner *Cadboro*, fitting her up at a cost of $2,000. She was put in charge of a man who lost her very soon. He subsequently journeyed to San Francisco and purchased the schooner *F. P. Green*, and after extricating her from difficulties mentioned elsewhere ran her in the coasting trade along Vancouver and Queen Charlotte's Island until he sold her a few months later and secured the bark *Metropolis*, making trips to Mexico and to Hawaii. He then gave up his Victoria interests, and, taking his family aboard, sailed to the Sandwich Islands and subsequently to Valparaiso, where he disposed of the vessel and engaged in business. Here his wife died, and shortly afterward he concluded to leave South America. He obtained a small steamer, removed her machinery, rigged her as a schooner, and cleared for San Francisco with a cargo of linseed and walnuts, his three children accompanying him. One hundred and forty-five days were consumed in the passage. He sold the schooner within a short time and bought the brig *Hernine*, on which he made a couple of voyages to Central America, upon the completion of which he sailed for Callao with a cargo of lumber, but encountered bad weather off the coast of Mexico and was obliged to transfer the cargo to another vessel and put into Guayaquil for repairs. From there he took a load of bamboo to Callao and disposed of the brig, returning to San Francisco as a passenger on the ship *Washington Libby* in 1870. Soon after his arrival Captain Howard acquired the schooner *Emily Sutton*, with which he sailed to Guaymas, from there took a theatrical troupe to La Paz, and thence traded along the Mexican coast, carrying freight between the different ports during the civil war there. He finally got rid of the schooner and returned to San Francisco in 1872, since which the Captain has been in the lumber and coal trade out of Puget Sound ports, serving for many years in the employ of Nicholas Burchard and also sailing vessels of his own. His last command was the ship *Richard III.*, owned by R. Dunsmuir & Co. He took her in 1889 and remained in charge until September, 1894, when he retired from the water after sixty-nine years of active service, fifty-nine of which were spent on the quarter-deck.

[11] Capt. George H. White, master of the bark *Brontes* in 1862, was born in Maine in 1840. After coming West in 1861 he ran as mate on the bark *Live Yankee*, Capt. John Wiggin, San Francisco to Portland. From 1862 until 1864 he was sailing between San Francisco and Seabeck on the *Brontes* and the barkentine *Fremont*. His next vessel was the bark *Ella Francis*, Port Blakeley to San Francisco, which he left to go on the bark *W. A. Banks* for a season. He was subsequently in charge of the ship *Warhawk* for two years, after which he sailed the bark *Rainier*, owned by Pope & Talbot, remaining with her as master for four or five years, after which he made a cruise to the South Pacific on the brig *Tanner*. Upon the completion of this voyage he went to Port Blakeley and loaded lumber for the Sandwich Islands. Returning in 1880, he settled at Port Townsend, and in 1883 bought a farm at Port Angeles. He has since made occasional trips on the water on the tugboats *Holyoke*, *Goliah*, *Biz* and *Katie*. He has not been engaged in marine pursuits since 1890, at which time he was elected Assessor of Clallam County.

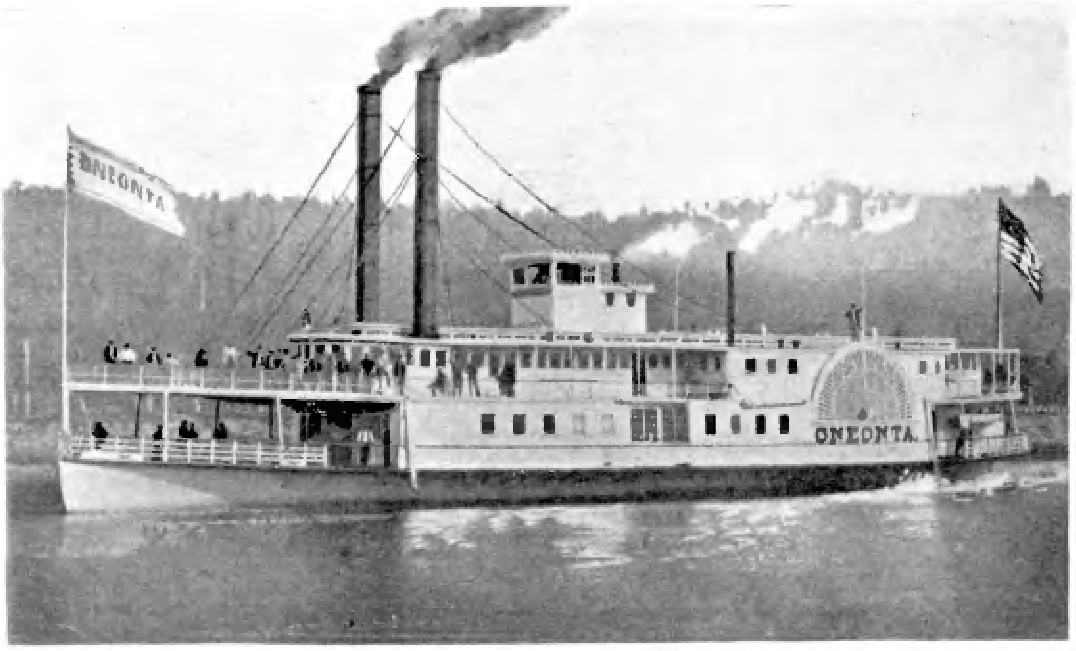
[12] Capt. James E. Williams, master of the *W. H. Gawley* in 1862, was born in Nova Scotia in 1831 and began his life on the water, sailing between Halifax, N. S., and the West Indies. He first visited the Northwest in 1853, and sailed in the lumber trade before there was a sawmill on the Sound, and when the only mode of securing a cargo was to go into the woods and hew it out. He was with G. A. Meiggs for twenty-five years, and after leaving this service he entered the employ of Miles & Budrow. For the past eight years he has been in the coal trade between Nanaimo and San Francisco, being at present in command of the ship *Wachussett*.

except at Coos Bay and the Umpqua, from which point several trading vessels were plying to San Francisco. A new schooner named the *Brant* was launched at Tillamook for the Portland trade, but was unfortunately wrecked shortly afterward. Captain Ketchum was running the sloop *Fanny* to the Columbia, and Capt. Peter Svenson made a few trips with the schooner *Elenora*, the craft with which he afterward transported all of the stone for the Portland Custom-house.

Among the notable deaths of the year were: Capt. Richard Hoyt, whose life ended in Portland, February 18th, and Capt. J. P. Keller of the Puget Mill Company, who passed away in Victoria, June 11th, aged fifty years. Captain Keller was the pioneer lumberman on Puget Sound, having come to Port Gamble on the schooner *L. P. Foster* in 1853, at which place his wife was the first white woman to land. In San Francisco, March 21st, Capt. J. P. Bagley of the brig *Energy*, who had sailed for many years in the Puget Sound lumber trade, was drowned at Steuart Street wharf. He left a wife and two children in Belfast, Me., which had been his home before coming to the Coast. John Girty, chief engineer of the steamer *Tenino*, died July 13th, aged thirty-two years. He was a native of Michigan, and had been on the Columbia since 1851.

Several fatal marine disasters occurred in 1862, nearly all of them in connection with small vessels. The one accompanied by the greatest sacrifice of life was that of the schooner *Tolo*, from Victoria for Port Ludlow. She was in command of Captain Maloney, and while crossing the Straits, February 23d, capsized near San Juan Island during a heavy squall, drowning the captain, William Sherlock, second mate, the two Anderson brothers, seamen, the Chinese cook, and the following passengers: R. A. Eddy, W. Carter, W. Cox, W. Ehlers. F. J. Byrne, and Nelson and Sullivan, two of the crew, were rescued from the wreck the next day by the sloop *Random* and taken to Victoria.

The New Grenadan bark *Ann Bernard*, from San Francisco for Sooke to load piles and lumber, was wrecked on the west coast of Vancouver Island, February 26th. The vessel parted amidships almost immediately after striking, and the cook and one seaman were lost. Captain Olmstead swam to land, and the rest of the crew, seven in number, waited for low tide and then reached shore in safety. The Indians living in the vicinity secured the wreckage. The schooner *Brant*, of about fifty tons burden, built at Tillamook this year, was cast away, and the captain, Benjamin Olney, was drowned. The hull was afterward hauled up on the beach at Tillamook, and, after being repaired, was launched again. Captain Olney was an uncle of Capt. Hiram Olney, who lost his life when the *Bob Irving* exploded her boiler, and of Capt. Kane Olney, now running on the Columbia River. The ship *Coquimbo*, from San Francisco for Seabeck, in ballast, went ashore five miles below Dungeness, January 22d. The wreck was sold to the Port Madison Mill Company, who succeeded in floating her, and after extensive repairs she was put in the lumber traffic. The steamship *Santa Cruz*, formerly well known on the Northern routes, burned on the Yang-tse River in February while *en route* from Shanghai to Hankow, six of the crew losing their lives.



STEAMER "ONEONTA"

The growing importance of the steamboat business was recognized in the year 1863 by the establishment of an inspection district in the Northwest. Prior to this date all matters relating to the examination of steamers, and the issuing of licenses to officers, were referred to San Francisco, a proceeding which was not only expensive but unsatisfactory. Capt. John H. Couch was appointed inspector of hulls, and John Gates of boilers. All of the steamers north of the California line, except on the waters adjacent to British Columbia, came under their jurisdiction, the Puget Sound District not having been established until several years afterward.

The first papers issued from the Portland office in 1863 were the following renewals of pilots' licenses: J. C. Ainsworth, J. T. Apperson, E. W. Baughman, Hiram Brown, Eugene F. Coe, Francis Conner, J. W. Cochrane, Robert Copely, Alfred Crosby, S. J. De Wolf, Thomas Downey, Charles Edwards, A. C. Farnsworth, C. C. Felton, M. M. Gilman, James H. Gist, J. H. D. Gray, H. L. Hoyt, George Jerome, Philip Johnson, Joseph Kellogg, J. T. Kerns, W. C. Martin, W. Metzger, J. McNulty, J. D. Miller, S. E. Miller, Josiah Myrick, Oliff Olsen, George A. Pease, Moses Rogers, W. H. Smith, H. A. Snow, James Strang, P. St. Thomas, T. J. Stump, William Thomas, James Turnbull, J. O. Van Bergen, W. I. Waitt, Leonard White, R. N. White, John H. Wolf.

New pilots' licenses were granted to: Alphonso Boon, John S. Butters, William Cassidy, W. L. Higgins, Philo Holbrook, Charles Holman, Lewis Piper, J. W. Schroede, Charles B. Spear, George W. Taylor, George Thayer.

The following engineers' licenses were renewed: Peter Anderson, William Burt, Louis Childers, P. J. Coulisk, P. W. De Huff, William Doran, John Dorcy, James Elton, E. B. Fellows, S. Galloway, R. Gammill, John Gates, J. M. Gilman, A. H. Harding, Nicholas Hann, Jacob Kamm, Elisha Kellogg, J. J. Lawlor, John Marshall, George Marshall, James Miner, J. H. Moore, M. Mulligan, D. Pardun, N. Seebert, Thomas Smith, John G. Toner, W. H. Troup, A. Vickers, J. J. Wintler.

New engineers' licenses were granted to: George Clark, John H. Hoyt, Pierson Leffell, John H. Myers, John Nation, F. N. Spear, James Wilson, A. C. Winslow.

CAPT. FRED WILSON

More keels were laid in the Northwest in 1863 than in any previous year, and some of the products were finer and faster than the best of their predecessors. The Oregon Steam Navigation Company led all others with three new steamers, the finest of the trio, the *Oneonta*, approaching nearer to the Mississippi River style of steamboat than anything on the Columbia. She was built at the Cascades by master builder Samuel Forman, under the superintendence of Jacob Kamm, and rebuilt at Collins' Landing in 1869 by John Gates, who was then chief engineer of the Oregon Steam Navigation Company. Her dimensions were as follows: length, one hundred and eighty-two feet; beam, twenty-eight feet six inches; depth of hold, eight feet six inches; engines, eighteen by seventy-two inches. She had the regulation high smokestacks, with outside exhaust, and proved expensive to operate. Capt. John McNulty was her first commander on the middle river, and retained this position until 1869. Trade in this vicinity declined after her reconstruction, so in June, 1870, Captain Ainsworth piloted her over the Cascades, to which point she continued to run from Portland, in command of the veteran Wolf, until 1877, when the machinery was removed and she was converted into a barge. The first year following her arrival on the lower river there was a lively steamboat war on the Vancouver route, and the *Oneonta* carried passengers free and freight at $1 per ton between that point and Portland. The steamers *Webfoot* and *Nez Perce Chief* were built at Celilo to run in connection with the *Oneonta*. The *Webfoot* was much larger than any steamer previously launched on the upper river, but owing to poor construction was a failure. Portions of her house and machinery were taken from the old steamer *Latonia*, which had put into the Columbia while *en route* to the Sound and was too nearly a wreck to proceed. The *Webfoot* was about one hundred and sixty feet long, with thirty-one feet beam, and could carry a heavy cargo of freight in comparatively shallow water. She was commanded during almost her entire career by Capt. Eugene F. Coe, although J. H. D. Gray and others occasionally had charge of her. Her engines were seventeen by eighty-four inches, and, when the *Webfoot* wore out, they were removed and subsequently placed in the steamer *Emma Hayward*, which succeeded in getting considerable service out of them. The steamer *Nez Perce Chief*, in command of Capt. J. H. D. Gray, ran between Celilo and Lewiston, and made very good time in passenger service but was too light for a freight boat. During the Salmon River excitement she was credited with transporting the most valuable cargo ever brought down the river, the value of gold dust on her manifest October 29, 1863, being $382,000. Gray was followed by Capt. Eugene F. Coe and Capt. Thomas Stump, the latter being the last in charge on the upper river. In 1870 she was taken over Tumwater Falls by Capt. John Brazee, and from there to The Dalles by Captain McNulty, going to the lower river the following June with Captain Ainsworth at the wheel. She had seen her best days before she left the upper river, and as soon as she reached Portland the engines were removed and the hull used as a barge. Her dimensions were: length, one hundred and twenty-six feet; beam, twenty-five feet; depth of hold, five feet; engines, sixteen by sixty-six inches.

The People's Transportation Company, whose organization and subsequent career are related in detail at the commencement of this chapter, built the fine steamers *E. D. Baker* and *Iris*, and started after the Oregon Steam Navigation Company on the Columbia River routes. The *Baker* was the crack boat of the company, and was one of the fastest sternwheelers that had appeared on the Columbia. She was launched at Vancouver, and immediately after completion was put on the Cascade route in command of Capt. E. W. Baughman, who left the middle river for that purpose. After the two big corporations compromised, the steamer made a few irregular trips on the Willamette, and was finally sunk near Oswego. She was raised shortly afterward, but her hull was in poor condition, and the engines were removed and placed in the *Reliance* and subsequently in the *Alice*. The *E. D. Baker* was one hundred and sixty feet long, twenty-five feet beam, and six feet hold, with engines sixteen by seventy-two inches. While her life was brief, her good work on the Cascade run during the struggle for supremacy between the two companies probably hastened the settlement of the controversy. The *Iris*, constructed at the Cascades by master builder Biles, was a very fast steamer for that period. Her dimensions were: length, one hundred and sixty-one feet; beam, twenty-four feet; depth, seven feet ten inches. Her first captain was E. W. Baughman, one of the stockholders of the company, who ran her between The Dalles and the Cascades. After the compromise between the two companies she continued on the route as a stock boat, in command of Capt. Fred Wilson,[13] who ran her until 1868, when he was succeeded by Capt. John McNulty. She was a short-lived steamer, and early in the seventies was dismantled, and her engines, which were sixteen by seventy-two inches, were taken to The Dalles and remodeled, afterward being sent to the lower river, where they were placed in a steamer intended for the Astoria run. Above The Dalles the business of the People's Transportation Company was handled by the steamer *Kiyus*, a small sternwheeler run by Capt. Leonard White, with Lon Vickers, engineer, and E. Vickers[14] among the crew. Thus equipped the new system was in a position to demand the very generous concession received from the Oregon Steam Navigation Company when the settlement was arranged in June.

ALONZO VICKERS

The *Celilo*, the first steamer to make the trip from the upper river to The Dalles, ran for a short time on the middle river, but was too small to disturb either of its big rivals. She was a small propeller, built at Celilo by W. D. Bigelow, who operated her himself. As she was poorly adapted for any service except towing, and as there was but little of that work on that portion of the Columbia, she was brought through the rapids to The Dalles soon after her completion, and from there Capt. Dan Baughman took her over the Cascades in August, 1864, with F. Congdon, engineer, who ran her as a towboat until February, 1865, when she was purchased by the Oregon Steam Navigation Company and fitted up as a passenger steamer. As there was no place for her in their line she was chartered to Capt. John T. Kerns, who put her on the Lewis River route in May, 1865, but she did not make much of a success owing to her small size. She was finally withdrawn and used in the jobbing trade for a short time, and then taken to the Sound by Capt. E. W. Baughman, where she was used principally as a towboat, although she made a few trips to Victoria with passengers in 1869, in command of Capt. Frank Hoffman. In 1872 the *Celilo* came into the possession of J. R. Williamson and was employed by the mills at Freeport (West Seattle). For a short time she was in a combination which included the *Mary Woodruff* and *Etta White*. While on the inland sea the steamer frequently changed captains, and many a Puget Sound steamboatman received his first lessons on the insignificant *Celilo*. Capt. J. H. Woolery, who was towing with her in 1879, was among the last in charge. At that time she belonged to E. L. Marshall, who kept her in the service of the mills until she finally sank at the dock at Freeport, and being too old to repair was abandoned.

When the competition on the Columbia subsided, there was a strong demand for lower freight rates, and a company formed this year operated a line of schooners between The Dalles and points below. Joseph Latourelle was one of the leading spirits in the enterprise and commanded one of the schooners on the lower river. The company enjoyed a fairly good business until 1867, when their only vessel on the middle river was swept over the rapids and became a total loss. The craft below the Cascades bore the significant name *Wasp*, and in 1867 was sold to a company in which a number of employees in the Willamette Iron Works were interested. Among her owners were Capt. W. J. Buchanan, James and John Fox, John Nation, then superintendent of the iron works, Louis Lewis, foreman of the molding room, and William Bell, machinist. Her new proprietors fitted her up with a pair of eight by six inch engines and a small propeller, and used her for hunting and pleasure excursions; but, as steamboats were scarce at that time, Buchanan and Bell bought the interests held by the others in 1869, and put her on the Vancouver route to carry freight and passengers. Captain Buchanan was master, and Bell, engineer, with W. S. Buchanan, afterward a well known captain, as high deckhand or mate. In the fall of the same year she was sold to George Bowman, who ran her about six months and then disposed of her to Wilson Brothers, who used her in towing lumber scows for the Clatskanine Lumber Company, and in this service she ended her days. Capt. W. G. Goodman, now master of the *Robert Lewers*, sailing out of San Francisco, was the last master of the craft. The *Wasp* was not much of a steamer, but Capt. W. S. Buchanan, Capt. James Troup, and quite a number of other successful steamboatmen, received their early marine education while she was in commission. The Oregon Steam Navigation Company made many improvements in 1863 at the Cascades and The Dalles, and strove in every way possible to retain their prestige. Frank T. Dodge,[15] who had been in their employ as purser on the upper river steamers, was appointed agent at The Dalles in place of Capt. L. W. Coe, who sold his interest in the company and retired. Oregon Steam Navigation Company stock was considered a good investment, and among the purchasers was the well known firm of Allen & Lewis of Portland, who took $20,000 worth at par.

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[13] Capt. Fred Wilson was born in Sweden in 1842, and, after sailing for several years in various capacities on different vessels, landed in San Francisco from the ship *Henry Brighton* in 1861. As the *Brighton* was owned in the Confederate port of Savannah, Ga., she was confiscated and sold, and Wilson made a trip to Hongkong on a Swedish brig. On his return he went to Portland and at once found work with the steamer *Hassalo* on the middle river, leaving her in a short time to go on the steamers of the rival line operated by Van Bergen. The opposition soon ended, and Wilson began sailing barges on the Columbia. His first notable feat was in bringing the *Cayuse* down from the upper river. Her cabins had been removed, and he piloted her through the seething water uninjured. In 1863 he was appointed captain of the steamer *Dalles*, retaining this position until 1865, when he took command of the steamer *Iris*, which he ran between The Dalles and the Cascades for three years. In 1869 he visited his native country, and after his return in 1870 served as mate on the *Oneonta* for a short time and then purchased the sailing barge *John Francis* and engaged in the wood business. Shortly afterward he bought the steamer *Wasp* and with his brothers carried on quite an extensive boating, lumbering and wood trade. Retiring from this pursuit, he commanded the *Rescue* for a season on the Cowlitz route and from there went to the *Teaser* on the middle river. A twelvemonth later he became captain of the *Maria Wilkins*, but left her in 1877 to take the *Mountain Queen*, which he handled for five years. In 1882 he sailed the barges *Atlas* and *Hercules* over the Cascades, bringing them through safely, an extremely difficult feat to perform. He subsequently ran the steamer *Northwest* on Snake River for two years, after which he lived on a farm until 1889, when he again visited Sweden. Returning in 1890, he took charge of the steamer *Regulator* for a short time, and in 1892 made another visit to Europe, but since his home-coming has had no desire to resume steamboating.

[14] E. Vickers, who was on the *Cayuse* with Capt. Leonard White, was born in Ohio in 1844, and, with his parents, went to Clackamas County, Or., in 1852. His brother, Alonzo Vickers, the well known engineer, also accompanied the family. From the *Cayuse*, Vickers went to the *Webfoot*, where he served for a short time and subsequently abandoned steamboating for eighteen years. He returned to the river in 1876, first working on the *Occident*, and afterward on the various other Oregon Railway & Navigation Company's steamers. In 1880 he was chief engineer on the *A. A. McCully* with Captain Sanborn, and after a time reëntered the service of the Oregon Railway & Navigation Company, with which he remained until about five years ago, when he secured a position on the railroad ferry at Kalama. His brother, Alonzo Vickers, who had been at the lever since the latter part of the fifties, went to the Sound with the steamer *Welcome* some years ago and remained there until his death in 1893.

On the upper Willamette the *Enterprise*, the second steamer of that name, was built at Canemah by Capt. George Pease, C. W. Pope,[16] Nat H. Lane, Sr.,[17] C. Friendly, Judge Stratton, C. Crawford, James Wilson, C. W. Rea and S. Ellsworth. Captain Pease was in command of the steamer, and she was launched in November; but, after running independently for a short time, a combination was made with the People's Transportation Company. The *Enterprise* continued on the route for which she was designed, and Captain Pease retained his position for over two years. In 1867 he took charge of the steamer a second time and ran her through to Eugene for the People's Transportation Company, who had purchased her in 1866 from the original owners. The dimensions of the *Enterprise* were as follows: length, one hundred and twenty-five feet; beam, twenty-four feet; depth of hold, four feet; engines, fourteen by forty-eight inches. She was a very profitable boat, and the first year after her completion yielded a profit of thirty-three and one-third per cent, the second season of sixty-six and two-thirds per cent and fifty dollars a share in addition. At the time she was acquired by the People's Transportation Company, her proprietors received $280 worth of People's Transportation Company stock for every $100 worth of *Enterprise* stock in their possession.

A sidewheel steamer destined for a long career in the Northwest was launched at Westport in 1863 for the Astoria route, and christened in honor of Portland's pioneer mariner and first inspector of hulls, John H. Couch. She was built by Capt. Charles Holman, D. Huntington and Capt. Oliff Olsen, Holman owning one-half of the steamer and the others a third and a sixth respectively. She was one hundred and twenty-two feet long by twenty-one feet beam, and was run by odd-sized engines fourteen and three-eighths inches in diameter and fifty-four inches stroke. Holman and his associates were alone in their glory for a short time after the *Couch* was constructed, but the Oregon Steam Navigation Company had been keeping an eye on this trade for a long time, and in January, 1865, Captain Ainsworth purchased the *Couch*, together with the steamers *Cowlitz* and *Belle*, owned by the same parties. The *Couch* was continued on the Astoria route in command of Capt. J. O. Van Bergen, with Richard Hoyt, Jr., purser, and in the summer secured some seaside excursion business. Van Bergen was succeeded by Capt. Henry A. Snow,

CAPT. NAT H. LANE, SR.

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[15] Frank T. Dodge, well known on the Columbia and Puget Sound, commenced steamboating in the spring of 1862 with the Oregon Steam Navigation Company, as freight clerk at the Des Chutes Landing, at the upper end of The Dalles wagon-road portage. Subsequently he occupied a position as purser on the steamers *Colonel Wright*, *Okanogan* and *Tenino*, on the upper Columbia and Snake Rivers. After serving in different capacities on the various routes, he became agent of the company at The Dalles in the summer of 1863, which appointment he retained until the fall of 1869, when he was transferred to Puget Sound to take charge of the steamer *Wilson G. Hunt*, running between Olympia and Victoria, where he remained until the company sold out their interests on the Sound in 1870. Returning to Oregon, he entered the service of Ben Holladay, but after the locks at Oregon City were completed he was appointed superintendent of steamboat lines on the Columbia and Willamette rivers by the Willamette River Transportation Company, which was organized in the spring of 1873, retaining that position. In 1875, when the business became the property of the Oregon Steam Navigation Company, and, when that corporation sold out in 1879 to the Oregon Railway & Navigation Company, he became assistant superintendent of the River and Sound Division, and was promoted when his chief, Capt. George J. Ainsworth, resigned in 1882. He was superintendent until 1885, at which time the management of the water lines was undertaken by the Railroad Division, and Dodge soon after accepted employment with the Water Committee of the city of Portland, where he is at present engaged.

[16] Capt. Charles W. Pope was born in New York in 1831, and came round the Horn in 1851 in the bark *Coloma* with his father and brother, Capt. W. H. Pope. Soon after his arrival in Oregon he engaged in steamboating, and all of his subsequent enterprises were confined to the Willamette. In 1871 he met with an untimely end by drowning in the Clackamas River.

[17] Capt. Nat H. Lane, Sr., was quite a prominent figure in early marine affairs in the Northwest. He was born in Indiana in 1823, and received his early lessons in steam navigation on the Ohio and Mississippi rivers, running as pilot between St. Louis and New Orleans for several years before emigrating to Oregon. In addition to his numerous ventures on the Willamette River, he was on the Umpqua and at Coos Bay for some time, where he built and ran the steamer *Messenger*. He died in Portland, July 22, 1878, leaving a son, Capt. Nat Lane, Jr., who has also achieved distinction in Northwestern steamboat circles.

who retained control until 1870, at which time the steamer had outlived her usefulness as a passenger boat. She was sent to the boneyard and broken up in January, 1873. her engines going to the upper river.

CAPT. SAMUEL JACKSON

Two historic steamers, the *J. B. Libby* and the *Mary Woodruff*, went into service on Puget Sound in 1863. The former, a side-wheeler with high-pressure engines, which was launched at Utsalady in December, 1862, was the best known of any of the local steamboats, retaining her prestige for over a quarter of a century. She was built by William Hammond for Capt. S. D. Libby,[18] Charles H. Gorton and Lewis Wycoff, Libby owning a half and the others a fourth each. The latter two disposed of their interests soon after her completion. The *Libby* ran in her original shape until 1865, when she was taken to Port Ludlow and lengthened, after which she went for a while on the Whatcom route, occasionally straying wherever business offered. In 1870 she was purchased by Capt. John Suffern, O. O. Denny and John Blythe. The new owners substituted a beam engine and repaired her thoroughly. They operated her on the old route to Whatcom. Among her captains were James Smith, George Fry, John Blythe, Samuel Jackson,[19] Thomas Brennan,[20] and John Suffern. James Griffiths[21] was one of the first in charge of her engines, and in after years nearly all of the best known engineers on the Sound served on her. When Samuel Coulter secured the mail contract to Bellingham Bay, he bought the steamer from Suffern and his associates, and in charge of Capt. Thomas Brennan the *Libby* made two trips per week, carrying the mail between Seattle, Whidby Island, Utsalady, La Conner and

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[18] Capt. S. D. Libby, one of the most popular navigators who ever ran on Puget Sound, was a native of Maine, but left the Atlantic Coast with the tide of gold-seekers which flowed westward in 1849. When a boy on the Eastern Coast he made a number of coasting voyages, and the old love returned when the mining excitement subsided, and he again sought the water. During a visit to Puget Sound in 1859 he became impressed with the advantages of the new country, and built the first pile-driver ever used in that section. He soon afterward embarked in steamboating, his first vessel having been the little steamer *Dashaway*, which he operated in the White River trade. He subsequently constructed the steamer *J. B. Libby*, a craft familiar to all Northwestern mariners, and ran her until 1872, when he entered the service of the Starrs, but resigned after a year's work to take command of the tug *Goliah*. He remained on the *Goliah* almost continuously from 1873 until about a year before his death, when he took charge of the *Tacoma*. He died in Seattle, March 17, 1889, after a brief illness, leaving a widow, who still resides in Seattle, and a son, Capt. John B. Libby, a resident of Port Townsend.

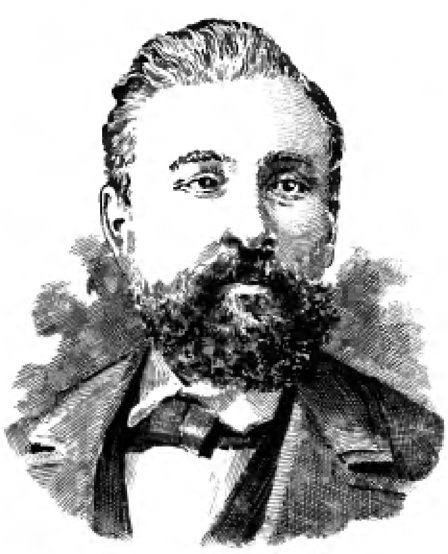
[19] Capt. Samuel Jackson was born in Plymouth, Mass., November 17, 1832, and began his seafaring career on a fishing schooner at the age of ten. At seventeen he entered the deep-water trade, and on one of his early voyages to the Pacific Coast the vessel foundered near the equator, but all hands escaped in the lifeboats and reached land four days later. Young Jackson worked his way back to Philadelphia *via* Valparaiso, and next sailed out of Boston on a line of packet ships to Liverpool, continuing in this service for five years. He then shipped as boatswain on the *Niagara*, and during a trip from New York to Liverpool was wrecked in the Irish Channel, but only two of the crew were lost. From the Atlantic, Captain Jackson went to the Lakes and spent the summer of 1856, returning to New York in the fall and going as second mate of the ship *Webfoot*, which arrived in San Francisco in May, 1857. After a few months in the mines he sailed for Hongkong. He reached Puget Sound in 1858 on the ship *White Swallow*. The next three years he passed in the diggings of California, Nevada and Mexico, and in 1861 returned to the Sound, where he has since resided. He commenced steamboating on the *Ranger No. 2*, and after a short time became pilot on the *J. B. Libby*, and from this vessel went to the steamer *Idaho*, which he commanded for several months. He was in charge of the *Varuna* until she went to the Columbia, and subsequently handled the tugs *Columbia* and *Blakeley*. The *Fanny Lake* and *Otter* were his next steamers, and later he operated the new *Tacoma* in towing. He was employed by the Washington Steamboat Company for a long time, and was one of the last masters of the steamer *Washington*. He retired from active service a few years ago and is now living in Seattle.

[20] Capt. Thomas Brennan was born in Pictou, Nova Scotia, in 1839, went to sea when a small boy, and, after sailing in various capacities, arrived on the Pacific Coast in 1859. He served on steamers on the Sacramento River and San Francisco Bay for a short time and made a number of voyages to the Sound and British Columbia in sailing vessels, leaving the Northwest for a trip to China in 1863. On his return he spent a short time in the Coast trade, and in 1866 took command of the steamer *J. B. Libby*, and from her went to the sidewheel steamer *Isabel*. He was master of various steamers on the Sound during twenty-five years, and was always considered a careful navigator. Many a young steamboatman in that locality to-day is indebted to "Tom" Brennan for valuable lessons in his calling. Captain Brennan retired from the water several years ago and died in Seattle in February, 1895.

[21] James Griffiths was born in Fisguard, Wales, in 1840, and learned the engineer's and machinist's trade at one of the best shops in England. He came to the Pacific Coast in the early sixties, going to Puget Sound on the steamship *Brother Jonathan* in 1863. He commenced work on the *J. B. Libby* soon after his arrival, was next on the *Columbia*, and was employed on the new steamer *Alida* for several months after her advent. Other steamers on which the Captain had seen service were the *Eliza Anderson*, the *North Pacific*, *Goliah* and *Nellie*. At different times he was interested in small steamers, and was one of the best known of the early engineers in the Northwest. He died at Seattle in December, 1887, aged forty-seven years.

JAMES GRIFFITHS

Whatcom. On the expiration of the contract the boat was mustered out of service temporarily, and her furnishings were transferred to the steamer *Chehalis* in May, but a short time afterward she started out again in command of Capt. Mark Norton. In May, 1880, an interest in the boat was secured by Capt. Charles Low, who ran her for a short time, being succeeded by W. F. Monroe in 1882, and he by George W. Fry in 1883. About 1885 she fell into the hands of Capt. J. M. Brittain, who spent $17,000 in remodeling her into a propeller. On completion she went on the Neah Bay mail route under Capt. W. F. Monroe, remaining in this service a short time. Capt. James Morgan of Port Townsend was her next owner, who in turn disposed of her to Capt. H. F. Beecher in April, 1889, for $12,000. Beecher operated her in the Roche Harbor lime trade, and she was in charge of Capt. Frank White until November, 1889, when she was destroyed by fire while on a trip to Port Townsend (see wreck of *J. B. Libby*, 1889). The hull was towed to her destination but was beyond redemption, and the career of the old steamer closed. As originally constructed the *J. B. Libby* was eighty feet long, sixteen feet beam, and four feet eleven inches hold, and was named in honor of Capt. John B. Libby,[22] now superintendent of the Puget Sound Tugboat Company.



CAPT. JOHN COSGROVE

The *Mary Woodruff*, built at Port Madison by John Swan, a logger, and Jay E. Smith of Steilacoom, was sixty-three feet long, fourteen feet beam, six feet hold, with machinery taken from the old *Ranger*, then on the beach, which Swan had purchased from the owners of the abandoned vessel. When completed she was put on the Whatcom route, where she was the pioneer steamer in the postal service, and the first which had ventured there since the bursting of the mining boom of 1858, after which event the steamships and small steamers which had been so plentiful gradually dropped off until none were left; and a short time prior to 1860 there was no communication whatever between Whatcom and the outside world. "Humboldt Jack" Cosgrove secured the mail contract about this time, and ran the sloop *Maria* for two years; but, as she was a poor substitute for the transportation facilities which they had once enjoyed, the people rejoiced when the *Woodruff* appeared. She ran from Seattle in command of her owner, Captain Swan, who was not thoroughly conversant with steamboating in all its branches, and did not make a success with the *Woodruff*. After a short time he disposed of the steamer to Meiggs, the mill man. Meiggs had no particular use for the craft, so he in turn sold her to Capt. John Cosgrove,[23] better known as "Humboldt Jack." The *Mary Woodruff* and her new proprietor then began a career that made their names household words all over the Sound, for the steamer was the first "all around" boat that had yet appeared. She carried mail, freight and passengers on various routes, towed logs and lumber vessels, and jobbed in these waters for years. Cosgrove finally gave her up after other steamers entered the contest for the business of which he had enjoyed a monopoly. In 1870 Capt. Henry Smith was operating her, and in 1872 she became the property of Captain Williamson, who ran her for a long time, finally abandoning her on the beach at Freeport. Her machinery and furniture were removed, and in June, 1881, the hull was destroyed by fire. She was a sidewheeler, with cog gearing from a single engine. Among her first engineers was James Stanley, who is at present chief on the steamer *Multnomah*.

JAMES STANLEY

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[22] Capt. John B. Libby was born in Virginia in 1852. His parents removed to San Francisco four years later, and in 1859 he arrived on Puget Sound. His marine career began on the pioneer steamer which, for over a quarter of a century, made the name of J. B. Libby famous in the Northwest. He remained on the *Libby*, then owned and operated by his foster father, the late Capt. S. D. Libby, until 1870, when he went on the steamer *Phantom*, running between Port Blakely, Seattle and Port Madison. After running the *Phantom* for a year he was transferred to the *Ruby* on the same route, and ten months later resigned and entered the employ of the Starrs, remaining with them as mate and pilot until 1873, when he became mate on the tug *Goliah*, then commanded by Capt. S. D. Libby. In the winter of 1874 he left the *Goliah* to take charge of the steamer *Politkofsky* for the Port Madison Mill Company. He remained there until March, 1877, when he went to San Francisco, fitted up the old tug *Donald* and brought her up for the Freeport Mill Company. Leaving the *Donald* in 1878 he entered the employ of the Port Blakely Mill Company, running the steamer *Blakely* until January, 1884, when he went to San Francisco in the interest of his employers. He next engaged in the stevedoring business with the late R. M. De Lion, abandoning that in 1886 to take a position as assistant superintendent for the Tacoma Mill Company. While in this employ the Puget Sound Tugboat Company was organized, and Captain Libby, being thoroughly conversant with every detail of the business, was appointed superintendent, a position which he still holds, with headquarters at Port Townsend.

[23] Capt. John Cosgrove, known for many years to nearly every resident on Puget Sound as "Humboldt Jack," was one of those genial, good natured men who never had an enemy. He journeyed to Puget Sound in the fifties, and lived upon a land claim near Port Madison a short time, finally selling it to G. A. Meiggs and receiving the steamer *Mary Woodruff* as part payment. This venture proved profitable, and after disposing of the boat he lived ashore at Tacoma, subsequently taking charge of the steamer *Blakely*, which he ran for about four years. He met with a sudden death at the Woodward House, Port Blakely, February 8, 1878. He was standing on a chair, attempting to hang a bunch of bananas on a nail, when he lost his balance and fell, striking his left temple on the corner of a box. He never recovered full consciousness and died in about two hours. A few moments before his death his wandering mind revived a little and seemed to take him back to his steamboating days, to which he alluded in disconnected sentences. His last words were: "Hurry and get up steam; I'm going." His body was taken to Seattle for burial, and such a large number of friends assembled that it was necessary to hold the funeral services in Yesler Hall. Nearly two-thirds of the population of the city attended, and many came from different parts of the Sound on the steamers *Mastick* and *Goliah* to pay their respects to one of the most popular men in the early marine history of that vicinity.

CAPT. HUGH STALKER

In the Victoria district half a dozen new steamers were built, among them the *Prince of Wales*, a good-sized craft, intended for Lilloet Lake. The *Prince* was a sternwheeler, one hundred and fifteen feet long and twenty feet beam, with engines fourteen by fifty-four inches. Capt. Hugh Stalker[24] of Moodyville was with her during the first three years. On Seaton Lake, two steamers, the *Prince Alfred*, a sidewheeler, and the *Seaton*, were launched, and for the upper Fraser a second *Enterprise*, a sternwheeler, one hundred and ten feet long and twenty feet beam, with engines twelve by thirty-six inches. A small propeller, the *J. W. Moore*, was completed by William Moore, and another sternwheeler, the *Lilloet*, was constructed by the Douglas & Lilloet Steam Navigation Company. Dimensions: one hundred and thirty feet long, twenty-eight feet beam, equipped with two boilers sixteen feet in length by forty-six inches diameter, and engines seventeen by sixty inches. Her initial service was from New Westminster to Yale, in which she continued for several years, first in command of Captain Fleming and afterward in charge of Insley and other well known Fraser River masters. She took part in nearly all of the combinations made on the Fraser and was in active use for ten years. She was laid up at Victoria in 1874, but after receiving a new shaft and other betterments was held as a reserve boat, and as such made occasional trips for some time. The British Columbia Steam Navigation Company, formed the preceding year, made a combination with Moore, bought off Captain Millard's steamer *Hope* and tied her up. Captain Irving was not in the deal and with the *Reliance* made matters very interesting on the river. The Cariboo mining excitement was well under way at this time, and several hundred men left Victoria daily, making a fine business for the *Enterprise*, which was running between Victoria and Westminster. The former port received a visit from two tramp steamers, the *Robert Lowe* from London with one hundred and eighty passengers, among them J. Griffiths,[25] the well known Victoria wharfinger, and the *Fusi Yama* from New Zealand. H. B. M. ships *Sutleg* and *Chameleon* were also at Esquimalt during the year. Foreign arrivals were the ships *Julia*, Captain Freeman, *Strathallan*, Captain Paddler, *Esk* from Hongkong, *Somass* from Amoy, and *Vancouver* from Cardiff, and the barks *Philippine* and *Helvetia* from London, *Heversham* from Hongkong, and *Dusty Miller* from Liverpool. The ship *Alice Thorndyke*, Captain Thorndyke, brought immigrants from New Zealand, and, after loading lumber on the Sound, cleared from Victoria with a number of passengers. The schooners *Discovery*, Capt. George Rudlin,[26] *Caroline*, Capt. Jimmy Jones, *Rose Newman*, Captain Francis, *Blackhawk*, Captain

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[24] Capt. Hugh Stalker of Moodyville was born in Nova Scotia in 1832, and when a boy of twelve years commenced his apprenticeship on coasting schooners on the Atlantic. He subsequently became mate of the schooner *Ida May*, in the West India trade, and in 1854 was in command. He left her to take charge of the schooner *Curlew*, but returned to the *Ida May*, ran her for two years, and then proceeded to the Pacific, arriving in San Francisco in 1862. Like nearly all seafaring men, the mines claimed his attention at first, but after a period on shore he joined the *Prince of Wales*, plying on Lilloet Lake. He remained on the steamer three years, and then settled at Moodyville and operated the engine in the mill until he was offered the command of the steamer *Union*, which he handled until she burned on the Fraser two years later. After this casualty he served on the ferry-boat *Lilly* for a twelvemonth and subsequently on a number of other small steamers, until he took charge of the *Leonora*. Two years afterward he left her for the *Senator*, of which he has since been master.

[25] Jeremiah Griffiths, wharfinger, was born in Wales in 1839, and with the exception of occasional intervals has been in the marine business for forty years. He commenced in England as an apprentice on the brig *Mary Grace* in 1855, and followed the sea until he reached Victoria in 1862 on the steamship *Robert Low*. After his arrival he occupied the position of wharfinger for the Hudson's Bay Company for nineteen years. He fitted out the schooner *Jenny Jones*, which was afterward converted into a steamer and made two trips to the mines. In 1882 he took charge of the Canadian Pacific Navigation Company's wharf and has remained with them ever since.

[26] Capt. George Rudlin of Victoria was born in Essex, England, in 1836, and at the age of twelve joined a fishing smack at Colchester, England, and followed this vocation three years. He then spent a short time on Newcastle colliers, and subsequently shipped on the steamship *Victoria* as an ordinary seaman. The brig *London* for Valparaiso was his next berth, and after reaching the South American port he signed on the ship *Red Gauntlet* for San Francisco, arriving in the spring of 1856. He immediately found occupation on a Sacramento River schooner, where he remained for a year, and then went to Puget Sound on the bark *Ella Francis*, which loaded coal at Whatcom. He was next on the bark *Sarah Warren* with Captain Gove, but after making one trip left her in San Francisco and went to Humboldt Bay on the brig *George Emery*. When the gold excitement broke out on Fraser River he started overland for the mines, but on the way encountered Col. Joe Hooker, who was constructing the military wagon road through from Oregon to California, and worked for him four months, afterward going to Myrtle Creek, where he wintered. In the spring of 1859 he went to the mouth of the Umpqua and took passage on the steamship *Columbia* for Esquimalt, B. C. He found employment in the neighborhood of Victoria until the spring of 1860, at which time he settled on Discovery Island. While there he bought the schooner *Circus*, and, after sailing her two years in the wood trade to Victoria, built the schooner *Discovery* for the coal and lumber traffic. The first cargo was lumber from the Port Madison mills to W. P. Sayward's yard in Victoria, where a portion of it was used in the erection of the First Presbyterian Church. After five years in this business he left the *Discovery* and sailed the *Black Diamond* for three years, and then took charge of the steamer *Emma*, which he used to tow the *Black Diamond*. He was subsequently master of the *Grappler*, and with others formed the British Columbia Towing & Transportation Company and acquired the old steamer *Beaver* from the Hudson's Bay Company, Captain Rudlin commanding her for nearly three years. He was on the *Alexander* for a few months, and later entered Spratt's employ, remaining with him until the Canadian Pacific Navigation Company purchased his steamers. While with Spratt he handled the steamers *Wilson G. Hunt* and *Cariboo Fly*, and when the change in ownership occurred took the *Enterprise*, and afterward successively the *Princess Louise*, *R. P. Rithet*, *Yosemite*, *Western Slope*, *Islander* and *Charmer*. At present he is on either the *Islander* or *Charmer* on the Victoria-Vancouver route, which would hardly seem natural without Captain Rudlin.

Hewitt, *Alarm*, Captain Ettershanks,[27] and a number of others, were trading and freighting between Vancouver Island and American ports.

One of the finest vessels yet built in the North, named in honor of the well known steamship owner, George S. Wright,[28] was launched at Port Ludlow in 1863. She ran in the Sound and coasting trade for ten years, and finally met with a terrible and mysterious end in 1873 (see wreck of steamship *George S. Wright*). The United States sloop-of-war *Saginaw*, Commander W. E. Hopkins, Chief Engineer Seymour, made a cruise in Northern waters, and was at Seattle for a few weeks in 1862. The bark *Narramissic*, Capt. Charles Willoughby, from San Francisco for Port Townsend, left a record for long passages that has never been equaled. She made fair time until Cape Flattery was sighted, fourteen days out. There adverse winds were encountered and the vessel was driven to sea, where she weathered a succession of gales, and finally, after her canvas had been torn into shreds, barely escaped destruction while beating in to Barclay Sound. When her anchor dropped in the harbor she was surrounded by canoes filled with hostile Indians, who, however, fled in terror when they learned that several women and children on board were sick with smallpox. One of the passengers died of the dread disease, and, after waiting for nearly four weeks for fair weather, the bark put to sea with sails made of gunny sacks and similar material, reaching Port Angeles Bay sixty-three days after leaving San Francisco. While in her disabled condition she was spoken by a schooner, which supplied the ship with a few provisions and reported her; but, through fear of a pestilential visitation, the collector at Port Angeles refused to send a vessel to her assistance. Brave old Captain Selden, of the revenue cutter stationed at that point, finally set out in defiance of orders, and, though he missed her in the fog, kept up the search for two weeks.

CAPT. GEORGE RUDLIN

With the exception of the increasing numbers of the lumber fleet there were but few additions to the sailing vessels on the Northern coast. Captain Chase was running the barks *Ann Perry* and *Iwanowa* between San Francisco and Olympia, and the bark *Camden*, Captain Mitchell, was in the Sound trade for a few months. The bark *W. A. Banks*, built in Maine in 1854 and registering four hundred and sixty-nine tons, which Captain Coe had bought for the Oregon Steam Navigation Company, arrived from the East in 1863 in command of Capt. Warren Bray and was enrolled at the Astoria custom-house. The bark *Cambridge*, built in Charleston, Mass., in 1858, and owned by her captain, N. C. Brooks, also registered at Astoria. He afterward sold her and piloted for a while on the

CAPT. WILLIAM ETTERSHANKS

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[27] Capt. William Ettershanks was born in Aberdeen, Scotland, in 1842, and began his marine career in England, where he passed four years as an apprentice on the bark *Queen Margaret*, after which he was third mate on the ship *Launceston* for eighteen months. He came to the Coast as second mate on the ship *Julia*, but in February, 1863, left her at Victoria and prospected in the Cariboo country until fall. He subsequently returned to Victoria and took command of the *Alarm*, in the trading and freighting business between there and Nanaimo, for a short time. He then shipped as a sailor on the schooner *Alberni*, sailing nearly a year and a half between Victoria, Alberni and Honolulu. In 1866 he became master of the scow *Industry*, served for a season or two, and then went to work for Renton & Holmes at Port Blakeley. He signed again as a sailor on the steamer *Isabel* in the following year, and while there was nearly killed by the breaking of a hawser. After a short time he accepted the position of boat-keeper for the British Columbia pilots, and later was mate on the schooner *Alpha* with Capt. Thomas Brennan, the well known Puget Sound steamboatman. The vessel was cast away on the north coast of Vancouver Island within a month, and Ettershanks walked across the island to Nanaimo in midwinter. After recovering from the hardships incident to this exposure he took charge of the steamer *Emma*, and two years afterward became captain of the scow *Discovery*. He lived ashore for six years, and in June, 1877, commenced piloting deep-water vessels from Victoria to Nanaimo and Burrard's Inlet, in which occupation he has been very successful.

[28] George S. Wright, one of three sons whose names are familiar at every seaport between Panama and Alaska, was born in New York City in 1832, came to the Pacific Coast in the early fifties, and with his brothers has been interested in many of the pioneer steamers on Northwestern waters, among which were the *John T. Wright*, *Goliah*, *Enterprise*, *Wilson G. Hunt*, *Daniel Webster*, *Olympia* and *New World*. He served as purser on the *Brother Jonathan* and *Pacific* while they were owned by the Wrights and also occupied the same position on the *Sea Bird*. He joined forces with Finch in 1865, built the *Olympia*, and, during almost the entire period of her prosperity, was one of the owners of the *Eliza Anderson*, a craft which is said to have run slower and made money faster than any similar steamer that ever floated. With the decline of steamboating on the Sound, Mr. Wright disposed of his holdings, and has since been engaged in marine ventures in California and at present is out of the business after forty years of experience.

Columbia bar. The bark *Ork*, one of the old-timers, was running between Coos Bay and San Francisco in command of Capt. J. W. McAllep.[29]

Marine casualties were few in number in 1863, no serious disasters occurring on the Northern coast except the loss of the bark *Christopher Mitchell*, Captain Eustace, which was wrecked near Point Chatham while *en route* to San Francisco from Nanaimo with a cargo of coal. The ship *F. W. Bailey* went ashore January 8th three miles south of Point Lobos while *en route* to Puget Sound to load lumber for Australia. She sailed out of the Golden Gate, but the wind failed soon after clearing the heads, and she was obliged to anchor. The holding ground was poor, and, despite the efforts of the crew, she soon went on the rocks. L. R. Dyer, captain, Thomas Adams, mate, William Randolph, John Torlando, Peter Simpson, John Conway, J. C. Fielding, Joseph Lynch, and George Kinkley, were lost. The tug *Merrimac*, afterward well known on the Columbia and Puget Sound, capsized on Humboldt bar, February 22d, and all hands perished. The crew consisted of: Hatch, captain; Martin, engineer; Bales, mate; C. McLean, J. S. Garwood, Mr. Harrington, two deckhands, two firemen and four others. Among the notable deaths of the year was Capt. Lafayette Balch, who came to the Sound in 1850 on the old brig *George Emery*. He was the founder of the town of Steilacoom, and ran a line of packets between there and San Francisco for many years. Another man of equal prominence in early marine affairs, Capt. W. B. Wells, was drowned in Shoalwater Bay by the capsizing of a plunger.

Over a score of steamers were either built or brought in for use on river and Sound in 1864, and some of them were quite pretentious in size and speed. As in former years, the Oregon Steam Navigation Company retained almost absolute control of the marine highway to the upper country and either bought off or subsidized all opposition. Their business had reached such proportions that over five hundred men were employed on the road and river for several months each season. The stampede of the preceding two years had taxed the capacity of their steamers to the utmost, and early in 1864 they brought the California Steam Navigation Company's old flagship *New World* up from the Sacramento and put her on the Cascade route.

The *New World* had more than a passing claim to the fame she enjoyed on both sides of the continent. She was the first steamboat launched with steam up, and soon afterward was the central figure in one of the most daring escapades ever attempted and successfully accomplished. She was built in New York in 1849 by William Furness for a prominent shipowner named Brown, but before she had seen any service was seized by the sheriff for debt. Capt. Edgar Wakeman had been engaged to command her, and when she became involved he planned to release her in a novel manner. Securing permission to work the engines in order to prevent rust from accumulating, he arranged with the engineer for a full head of steam, and at the proper moment ordered the hawser cut, and the steamer went flying down the bay with the sheriff and three of his aides as unwilling passengers. When he reached the narrows he ran close in shore and stopped the engines, and, as he emerged from the pilot-house, the angry official covered him with a pistol, saying: "I am the sheriff of New York City and County. This vessel is in my charge, and she must be taken back to the dock." Wakeman straightened up and said: "And I am master of the good ship *New World*, afloat upon the high seas. This vessel is in my charge, and let who questions it beware." He signaled all hands on deck, and when they appeared, armed with pistols, knives and cutlasses, the sheriff and his men were hustled over the side into a small boat and set ashore by the mate. The *New World* steamed away, making her first stop at Pernambuco, where she ran in at night and got out again without trouble, but was pursued into Rio de Janeiro by an English frigate, which, had she been fleet enough, would have ended the cruise of the *New World*, which was without clearance papers and would have been a lawful prize. The absence of the necessary documents might have caused serious difficulties at Rio, but Wakeman was equal to the occasion, and, while pulling ashore, managed to fall overboard and lose the tin box which was supposed to contain them. The consul accepted the explanation, sympathized with him, and sent him on his way armed against future interference. Eighteen of the crew died at Rio with the yellow fever, but the *New World* was finally coaled and started seaward. At Valparaiso she was ordered into quarantine for twenty days, but Wakeman made such a strong protest that the authorities turned him loose at the end of the eighth day, and he went on to Callao, where he was informed that the news of his flight from New York had reached the Pacific, and that an effort would be made to capture him at Panama. The *New World* took fuel enough to carry her through if necessary, but ran into Panama at night, anchoring behind the Island of Tobago. Wakeman went ashore wearing a red flannel shirt and a Scotch cap, and learned that there were but two men authorized to seize the steamer and but ten Government soldiers available, while the town was full of people willing to pay $300 each for passage to California. He returned to the steamer, and at sunrise anchored in plain sight of the city, with the covers removed from the gilt name on the wheelhouse, and went ashore to make arrangements for the transportation of the eager crowd. The marshals attempted to arrest him, but, before they were aware of his intention, he covered them both with revolvers; and a large number of excited passengers gathered about them, offering to tar and feather, lynch, or dispose of the offending officers in any way that Wakeman might suggest. The deputies realized their helplessness and sensibly tore up their papers. The steamer left Panama, June 20th, with two hundred passengers, arriving at San Francisco, July 11, 1850. She at once went to work on the Sacramento River and continued there until 1864, when she was sold to the Oregon Steam Navigation Company, steamed North in charge of Capt. Chris. Dall and arrived at Portland in April. Capt. John Wolf took charge of her on the Cascade route at once, and on the opening trip, May 3d, she carried a large crowd, accompanied by a band. The gold mines of the upper country were at their best at this time, and business on the river was booming. Nearly two thousand pounds of gold formed part of one cargo, and great numbers of people and much freight were transported. In spite of her extensive carrying capacity she was none too large for the route, and even had to be assisted by the other boats, the *Wilson G. Hunt* running with her in the passenger service, and the *Carrie Ladd* and *Express*, during a good portion of the time, for freight and stock. As long as this condition of affairs lasted the enormous operating expense was not heeded; but, when the business slackened, a more economical steamer was ordered for that locality, and the *New World* was disposed of to Hale, Crosby[30] & Winsor, who took her to the Sound, where she made her first appearance in March. In the fall of that year a half interest in the steamer was bought by Jacob Kamm for $20,000; but, as the traffic at that time did not warrant her retention in the North, she was sent to San Francisco in 1868, where she was promptly libeled by the California Steam Navigation Company for breach of contract, as the agreement made when she was sold to the Oregon Steam Navigation Company for $75,000 provided that she was to be kept out of California waters until ten years had elapsed. After considerable litigation the matter was finally settled, and the wheels of the *World* again went round. In appearance she resembled the steamer *Wilson G. Hunt*, was two hundred and twenty-five feet long, twenty-seven feet beam, and nine feet hold, with a walking-beam engine forty-six by one hundred and twenty-one inches, contained thirty-five staterooms and one hundred and eleven berths, and was very speedy. While on the Columbia she made a round trip between Portland and the Cascades in six hours and fifty-seven minutes' actual running time.

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[29] Capt. J. W. McAllep was born in Maine in 1838 and spent his earliest days on the water on the Atlantic. He arrived on the Pacific Coast in 1863, and his first employment was on the bark *Ork*, running to Coos Bay. He spent a few years in Simpson's service, commanding the brigs *Arago* and *Orient*, the schooner *Enterprise*, several tugboats, the steamers *Eastport* and *Empire* and the ship *Detroit*, and was subsequently captain and part owner of the clipper *Western Shore*. He retired from deep water a few years ago and went to Seattle, where he had charge of the fireboat *Snoqualmie*, and, after having been superseded by Captain Conner, went round to the Columbia and ran one of Simpson's tugs for a short time. Since the death of Capt. Charles Carlson he has been master of the *Chilkat* on the Alaska route.

Capt. Clanrick Crosby

During the prosperous business of 1864 the Washington Territory Transportation Company, the principal members of which were Donohue, Kohl and Ankeny, prepared to struggle for a portion of the Columbia River trade with the steamer *Cascades*, a big sternwheeler which they had built at Utsalady. As soon as completed she was sent to the Columbia, carrying the machinery for two other steamers which her owners expected to construct on the river. The *Cascades* arrived at Portland, September 5th, and at once commenced to refit. Her trial trip was made January 23, 1865, with Captain Van Bergen at the wheel; but, before she had displayed much of an attempt at opposition, the Oregon Steam Navigation Company subsidized her, and she remained idle until July, when the company decided that, inasmuch as they were paying a good round sum each month for her services, they might as well use her. Accordingly the small cylinders were exchanged for larger ones, and she started on the Cascade route in charge of the following officers: John H. Wolf, captain; N. B. Ingalls, purser; James Galloway, chief engineer; Louis Piper, pilot; and William Smith, mate. The steamer surprised every one by reeling off fifteeen miles an hour with ease, and, owing to this as well as to her large carrying capacity, she was operated on the route until 1870, when years of hard running had diminished her speed and lessened her general utility, and she was abandoned. The *Cascades* will always be remembered by old-timers as the first sternwheel steamer with a wheelhouse, this improvement being one of the many devices of the late John Gates. The dimensions of the steamer were: length, one hundred and fifty-five feet; beam, twenty-seven feet six inches; depth of hold, five feet ten inches; engines first used, sixteen by seventy-two inches; replaced in 1865 by others, eighteen and a half by seventy-two inches. The Oregon Steam Navigation Company made its first effort to control the Astoria trade in 1864, and as usual the rival steamers were compelled to withdraw from the contest in a very short time. Early in the year Captain Ainsworth bought Holman's interest in the route, and the *Julia*, which he had been running in opposition to the *John H. Couch*, was taken off, and the latter steamer continued in the service.

Capt. William Smith

On the upper river the fleet was reinforced with the steamers *Yakima* and *Owyhee*. The *Yakima*, which in her day was the champion of the upper Columbia, was built at Celilo in 1864, making her trial trip May 4th in command of Capt. Charles Felton. She was a handsome steamer, one hundred and fifty feet long, twenty-nine feet beam, and five feet hold, with twenty-six staterooms elegantly furnished and with a freight capacity of over two hundred tons. Her engines were seventeen by seventy-two inches, and they sent her along like a racehorse, giving her a record of forty-one hours and thirty-five minutes from Celilo to Lewiston, a distance of two hundred and seventy-nine miles, against a very swift current and with many rapids to climb. This run was made by Capt. E. F. Coe in June, 1867, and has never been excelled. Coe commanded the *Yakima* the greater part of the time until 1870, when he was succeeded by Capt. Thomas Stump, who was the last master of the steamer. In 1875, while on her way down the river with one hundred and sixty tons of freight, she struck a rock in the John Day's Rapids, which stove in the bottom from the bow aft nearly past the boiler. She was immediately headed for the Oregon shore and sank in shallow water. While this experience was not a new one for the steamer, the mishap was of such a serious nature that she was of but little value after she was raised. Peter W. De Huff[31] was one of the best known engineers of the *Yakima*, and James W. Troup was purser in the early part of the seventies. The *Owyhee* was built at Celilo and was originally intended as an opposition steamer to the Oregon Steam Navigation Company, but before she was completed the monopoly secured control and she came out under their flag. She commenced running to Lewiston in command of Capt. J. H. D. Gray, with H. C. Coe,[32] pilot; and the former continued in charge until 1867, when Capt. Eugene F. Coe took her. Capt. S. D. Holmes and Capt. Thomas Stump subsequently served on the steamer, and in 1871, while Stump was running her, she struck a rock about twenty miles above Wallula on her way to Lewiston and sank almost instantly. She was thought to be a total loss, but was afterward raised and was in commission, except at intervals, until 1876, at which time she was dismantled at Celilo. Her engines were placed in the steamer *Welcome* on the lower river, and subsequently did good work both on the Columbia and on Puget Sound. The dimensions of the *Owyhee* were: length, one hundred and twenty-three feet; beam, twenty-four feet; depth, four feet; engines, sixteen by forty-eight inches. In July, 1878, Capt. Fred Wilson sailed the hull down over Tumwater Falls, stern first, in safety; from here she was taken to The Dalles in March, 1879, by William Johnston, mate of the steamer *R. R. Thompson*, and ended her days as a wood barge on the middle river.

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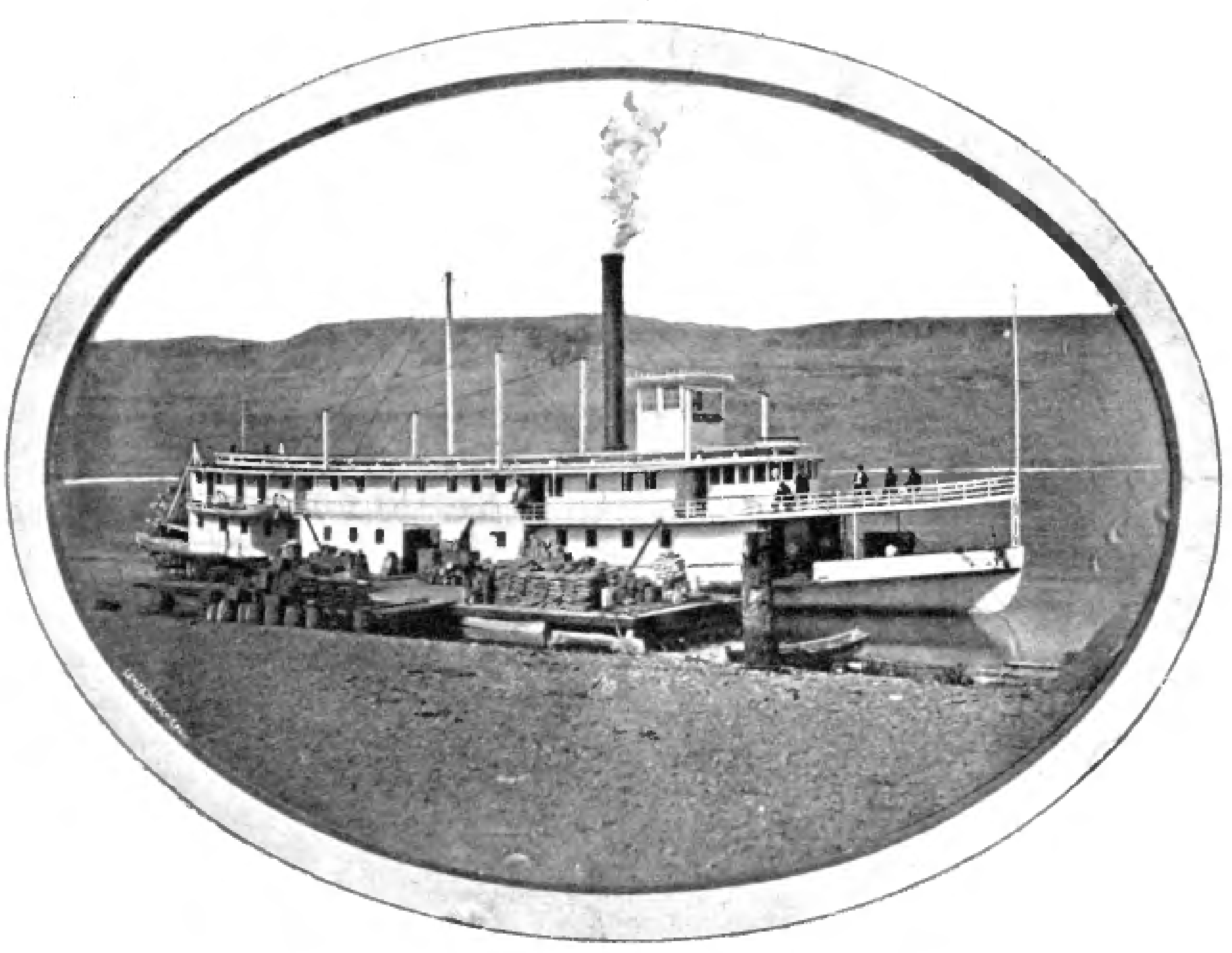
[30] Capt. Clanrick Crosby was born in East Brewster, Mass., in 1814, and, as soon as he was old enough to go to sea, shipped before the mast and sailed between Atlantic ports and Europe in the merchant service. He followed this vocation until 1858, when he left the ocean for a few years and went to the Pacific Coast. On Puget Sound he was interested in several small steamers, but the *New World* was such an unprofitable speculation that he abandoned the business and took up his residence at Tumwater, where he died in 1879.



STEAMER "YAKIMA"

Early in the year a weak attempt at opposition was made by an organization known as the Columbia Transportation Company, of which Levi Farnsworth was president. They operated the little propeller *Celilo* on the middle river, in command of Capt. John T. Kerns, and the small sidewheeler *Pioneer*, between Portland and the Cascades. The life of the enterprise was brief, and in August the *Pioneer* was sent to Yaquina in charge of Captain Bochau, and was run by Cyrus E. Carr, who is still an engineer on the bay. She was the first steamer in the harbor and was followed a few months later by the *Elk*, Capt. Richard Jordan. The *Pioneer* afterward fell into the hands of the Kelloggs, and Orrin Kellogg was master for a while.

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[31] Peter W. De Huff was born in York, Penn., in 1835, and commenced steamboating in the Northwest in 1863 on the *E. D. Baker*, between the Cascades and Portland. He remained there but a short time, and was next on the Willamette, going later to the middle river, where he remained in the employ of the Oregon Steam Navigation Company and its successors for over a quarter of a century. He retired from active service on the river several years before the Oregon Railway & Navigation Company was turned over to the Union Pacific, and was put in charge of the machine shops at The Dalles. He has won much renown by his masterly services in connection with the dangerous passage of the Cascades, and always took charge of the engines when there was a steamer to be taken over the rapids. He was with Capt. James Troup on the celebrated trip of the *Harvest Queen*, when she came through Tumwater Falls in 1882 with rudders carried away and with the pillow blocks and eccentric rod broken. It was an exciting journey, but the steamer finally reached the bank, after drifting four miles. De Huff repaired the damage, and the boat came through to The Dalles without further mishap. He was also engineer with Troup when the *D. S. Baker* came down from the upper river. Although he has had several narrow escapes, Mr. De Huff was never in a serious accident and bears the reputation of being one of the most careful as well as fearless men on the river. He is still living at The Dalles, where he has made his home during a good portion of his active career, and remains in the employ of the Oregon Railway & Navigation Company in connection with engineering work at the railroad shops at that place.

[32] H. C. Coe was born in Livingston County, N. Y., in 1844. His parents emigrated to Oregon in 1845 and settled at Hood River in the fall of the same year. In 1862 he commenced steamboating as an apprentice pilot on the Oregon Steam Navigation Company's steamer *Colonel Wright*, E. F. Coe, master. He continued in the service of the company until the fall of 1869, when he gave up steamboating and engaged in farming. He followed this business until 1879, when the Oregon Railway & Navigation Company was organized. He then entered their employ and remained with them until the completion of the road, when he again returned to his home at Hood River, where he now resides.

PETER DE HUFF

Next in importance to the Columbia River routes was the Cowlitz trade. There was a large amount of traffic between Puget Sound and the Columbia, and, as ocean steamers were few in number, the bulk of the travel was *via* the Cowlitz to the head of navigation and thence by stage to Olympia. Previous to the purchase of the *Rescue* and *Couch* by Captain Ainsworth, the Oregon Steam Navigation Company ran the *Express* in opposition to the former, which was operated by the Monticello & Cowlitz Landing Steamboat Company. The steamer *Rescue*—length, ninety-five feet; beam, twenty-one feet; depth of hold, three feet seven inches; with engines ten by forty-eight inches—was built at Monticello by Oliff Olsen, who had been running the steamer *Cowlitz* and who was also interested in the *John H. Couch*, completed only a short time before. With him were associated a man named Huntingdon and one or two others. To retaliate upon the Oregon Steam Navigation Company for crowding them so hard on the Cowlitz route, her owners put the *Rescue* on the Cascade line in command of Captain Thayer, and the *Julia* was sent after her with Captain Strang. While the war was in progress rates between Portland and the Cowlitz were cut to twenty-five cents, and an opposition stage line carried passengers through to Olympia for six dollars. The *Rescue* gave way to the pressure, but the route remained in contest nearly all of the time until the completion of the Northern Pacific, principally owing to the fact that almost any kind of a steamer could handle the trade there, while it required better boats to run to the Cascades. In 1865 she was operated for a while on the Astoria route to compete with the Oregon Steam Navigation Company's steamers, but Captain Ainsworth quietly bought her in with the *Couch* and the *Belle* and afterward turned his purchases over to the company. Soon after changing ownership, Capt. James Strang was appointed master and handled her until 1869, when Capt. Granville Reed took charge for a year, giving way to Capt. William Smith. She remained on the Cowlitz route, with occasional trips to Astoria, until 1871, when, the Oregon Steam Navigation Company having given up the Cowlitz trade, she was sold to Joseph Kellogg. Her new proprietor kept the little steamer moving until 1878, when she became too old for further use and was broken up. In the language of one of her masters, she was "an awful big little boat" and carried a large cargo despite her diminutive dimensions.

CAPT. H. C. COE

The overland passenger traffic to the East was somewhat of a factor in transportation in 1864, as Ben Holladay's stage line connected with the Oregon Steam Navigation Company's steamers at Wallula, carrying passengers through by way of Boise, Idaho. The fare by stage from Walla Walla to Boise was $40, and to Atchison, Kan., $225. Each person was allowed twenty-five pounds of baggage, and an excess over that amount was charged for at the rate of $1.50 per pound. When the fight with the People's Transportation Company ended, a new schedule of rates for up-river points was established: To The Dalles, freight, $15.00 per ton; fare, $6.00. To Walla Walla, freight, $50.00; fare, $12.00. To Umatilla, freight, $45.00; fare, $10.00. To Lewiston, freight, $90.00; fare, $22.00. The steamers *Oneonta*, *Idaho* and *Iris* were employed on the middle river, the latter as a stock boat, and the *Tenino*, *Owyhee*, *Yakima*, and the little steamer *Cayuse*, which they had bought from Leonard White, on the upper river. The *Cascadilla* was running on the upper Snake and sometimes came down to Celilo, but did not meddle with the company's business. Captains Turnbull and Troup built the steamer *Fannie Troup* for the Vancouver route, and the steamer *Senator* was completed by Capt. Joseph Kellogg for the Willamette trade; but she soon passed into the hands of the People's Transportation Company, who also constructed the steamer *Reliance* at Canemah. During the year several of the pioneer steamers of the Oregon Steam Navigation Company passed out of

CAPT. GRANVILLE REED

existence. The *Mountain Buck* was stripped of her machinery and left in the boneyard, the *Carrie Ladd* was converted into a barge, the *Independene* and the *Jennie Clark* were dismantled and burned, and the *Fashion* was permanently retired.

The steamer *Fannie Troup* was launched at East Portland, September 29, 1864. James Clinton built the hull, and W. H. Troup superintended the equipment. A number of Vancouver people were interested with Troup and Turnbull, and the steamer was intended to replace the *Vancouver* on the Vancouver route. She commenced running late in the fall, in command of Capt. James Turnbull, and subsequently made trips to Kalama and to the Cowlitz, the Turnbulls,[33] father and son, and Captain Troup retaining control until 1870, when the steamer passed into the hands of the Oregon Steam Navigation Company. The following year the Vancouver Transportation Company operated the new *Vancouver* on the Cowlitz in opposition to the *Fannie Troup*, and the liveliest kind of a steamboat war was precipitated. Captain Babbidge ran the latter and Captain Kerns the former. The *Vancouver* was eventually worsted and went on the Vancouver run, which she was permitted to retain unmolested. The *Fannie Troup* continued on the lower river in command of Captains Babbidge[34] and Richard Hoyt, Jr., until 1874, when she sank in the Cowlitz; and, though she was raised and taken to Portland to be repaired, her days of usefulness as a steamer were ended, and her engines were used in the *Welcome*. Her dimensions were: length, one hundred and twenty-three feet; beam, twenty-one feet; depth of hold, five feet; draft of water, light, twenty-two inches; engines, twelve and one-quarter by forty-eight inches; wheel, seventeen feet in diameter with fourteen feet face. The steamer *Senator*, which in 1875 went skyward in one of the worst boiler explosions since 1854, was built at Milwaukie by Capt. Joseph Kellogg in 1863, but did not make her trial trip until January 22, 1864. Her dimensions were: length, one hundred and thirty-two feet; beam, twenty-four feet; depth of hold, four feet six inches; engines, fourteen by sixty inches. Soon after completion she was sold to the People's Transportation Company. Her owner received stock in payment and continued in the command of the steamer until 1867, when Captains George Pease and E. W. Baughman ran her for a while. Capt. Charles Kellogg took her in 1869 and remained in charge until the People's Transportation Company was succeeded by the Oregon Steamship Company (Ben Holladay). The *Senator* was a good boat of her class and had a fine record until "her day came at last" (see explosion of steamer *Senator*, 1875). The steamer *Reliance* arose from the ruins of the *E. D. Baker*, which had such a brief career on the lower Willamette and Columbia. She was built at Canemah, and on completion ran between upper Willamette points in command of Capt. John Cochrane, who continued in charge throughout her existence, being relieved occasionally by Capt. George Pease. She lasted until 1871, when her engines were removed and placed in the steamer *Alice*, belonging to the same company. The dimensions of the *Reliance* were: length, one hundred and forty-three feet; beam, twenty-four feet; depth of hold, four feet eight inches; engines, sixteen by seventy-two inches. With the *Reliance* and their other steamers on the upper Willamette, and the *Senator* and *Rival* below the falls, the People's Transportation Company were in a good condition for handling the large business which came to them. For a short time in October and November, during the low-water period, they used the steamer *Skedaddle* as a connecting link between Oregon City and Clackamas.

CAPT. WILLIAM R. TURNBULL

CAPT. JOHN W. BABBIDGE

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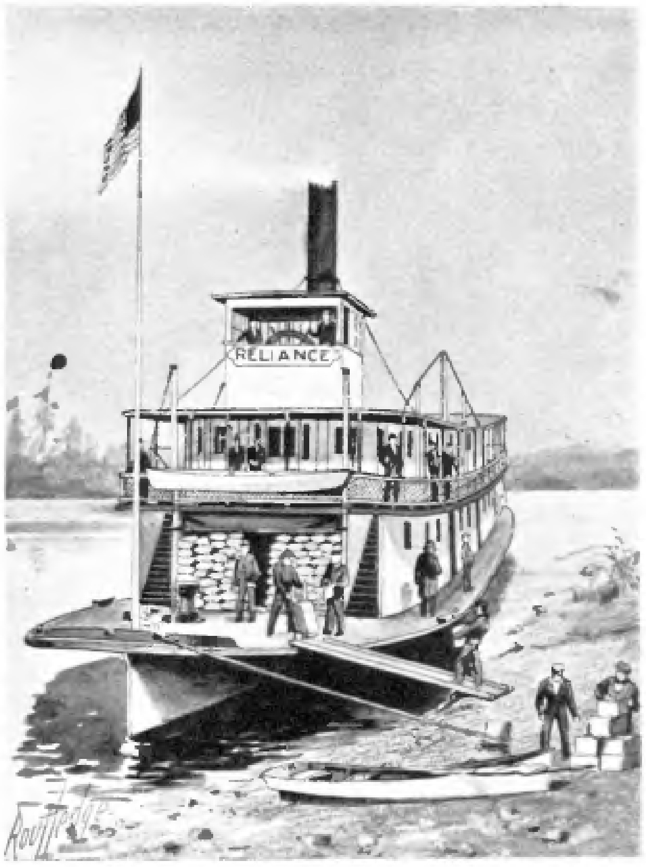
[33] Capt. William R. Turnbull, a son of the pioneer Capt. James Turnbull, was born in St. Louis in 1842, commencing his marine career with his father as purser on the *Fannie Troup* in 1864, and afterward became captain of the same steamer. When the *Fannie Troup* was sold to the Oregon Steam Navigation Company, he entered the employ of the new owners and ran their steamers for several years, serving at different times on the *Orient*, *Occident*, *Willamette Chief*, and others equally well known. He died at Vancouver in 1877.

[34] Capt. John W. Babbidge, who commanded the steamers of the Oregon Steam Navigation Company on the Astoria route for twenty years, was born in Maine in 1842, and, like the majority of young men in that part of the world, followed the sea for a livelihood. After cruising on the Atlantic for a few years, he went to the Pacific Coast as second mate on the bark *Cambridge* in 1864, leaving her at Portland to go on the *Alfred Crosby*, then in the coasting trade between that point and Victoria. He remained on the *Crosby* a year, and subsequently ran the Government sloop *Belle* between Astoria and Fort Stevens until 1867, when he began steamboating as a deckhand on the *John H. Couch*. His ability was soon recognized by the Oregon Steam Navigation Company, and three years later he was given the captaincy of the steamer *Fannie Troup*, on the Cowlitz route. He went from her to the *Okanogan* and *Julia*, and afterward to the *Dixie Thompson*, *Emma Hayward*, *Annie Stewart*, *Josie McNear*, *Oneonta*, *Bonila*, *S. G. Reed* *Mountain Queen*, *Willamette Chief*, *R. R. Thompson*, *Wide West*, *E. N. Cooke*, and other steamers of the Oregon Steam Navigation Company. In 1887 he commenced to pilot deep-water vessels on the river, but left the work in 1889 to take charge of Devlin's cannery steamer *City of Astoria*, continuing in this service until 1891, when he built the steamer *R. Miler*, which he is operating at the present time on the Westport route from Astoria and enjoying a good business. His son, Capt. Wilbur F. Babbidge, who was a pupil of his father in steamboating, is master and part owner of the steamer *Electric*.

The steamer *Maria*, which came to Portland from the Fraser in 1862, ended her days in April, 1864, while in possession of the United States marshal, who was put in charge when Judge Deady decided her forfeited to the Government. While in his hands she sank at the wharf, March 23d, but was subsequently raised so that the machinery could be removed, and was sold at auction to Captain Turnbull, who, after dismantling her, sold the hull to James Clinton.

In August, 1864, the little propeller *Celilo*, the second steamer to attempt the trip, came safely over the Cascades in command of Capt. Dan Baughman, with Fred Congdon, engineer, and fireman Johnson, the only other persons on board. This hazardous undertaking had been looked on with many misgivings prior to this time, but, a few weeks before the *Celilo* made the passage, a man named Brown had passed the rapids in a small skiff involuntarily without disaster, and the feat was not looked upon with so much wonder as when the *Umatilla* surprised the natives by coming through in comparative safety in 1858.

Several new steamers appeared on the waters of Puget Sound and British Columbia, the most important of them a big sternwheeler, the *Alexandria*, built at Victoria by William Moore. The *Alexandria* was the most unfortunate venture that Moore had yet engaged in, and while she was a fine boat with good power, she was a poor speculation for all who were in any way connected with her. She cost $50,000 and ruined her builder before she performed any work. Being unable to make a satisfactory settlement with his creditors, Moore ran her over to the American side until he could arrange his affairs; but the Victorians followed and took her back to Victoria, and put her on the route between that port and the Fraser River as an independent steamer. She was first commanded by Captain Coffin, who was succeeded by Doane and Insley. After a few trips she collided with and sank the *Fidelater* off Clover Point, for which the owners of the latter vessel recovered heavy damages. The unlucky steamer was then sold to T. Pritchard for $5,000, and after having been refitted, started out in command of Captain Swanson.[35] She was, however, never much of a success, and the Hudson's Bay Company removed her machinery in 1869 and it remained on the wharf in Victoria until 1874, when Capt. William Buchanan of Portland purchased it to furnish power for his big towboat *Ocklahama*. The dimensions of the *Alexandria* were: length, one hundred and sixty-seven feet; beam, twenty-nine feet six inches; depth, eight feet; engines, twenty-one and one-quarter by seventy-two inches. The *Fidelater*, another famous coasting and jobbing steamship, arrived at Victoria in March, having come from England under sail, devoting one hundred and seventy-five days to the trip. She was refitted and put on the route between Portland and British Columbia ports, and her subsequent career under the British, Russian and American flags was eventful. She was finally confiscated by the United States Government for alleged fraud in securing American registry. After her collision with the *Alexandria* she was in command of Captain Erskine, and made her first voyage from Victoria to Portland in June, 1866, with forty-six passengers. Captain Erskine ran her to Alaska a few trips in 1867 in the service of the Russian-American Fur Company, who had bought her from the British owners. She adopted the American colors at the time of the Alaska purchase, and in 1869 was seized by the United States Government. In 1875 the vessel became the property of Goodall, Nelson & Co., who used her on the southern routes out of San Francisco until October, 1876, at which time she was lost on the lower coast (see wreck of steamer *Fidelater*). The *Fidelater* was a propeller, one hundred and thirty-one feet long, twenty feet beam, and ten feet hold, with oscillating engines twenty-seven by thirty-six inches.



WILLAMETTE RIVER STEAMER "RELIANCE"

The redoubtable Capt. "Jimmy" Jones,[36] who had been running schooners on the Sound for several years, succeeded in fitting out his schooner *Jenny Jones* with machinery in 1864 and put her in commission between

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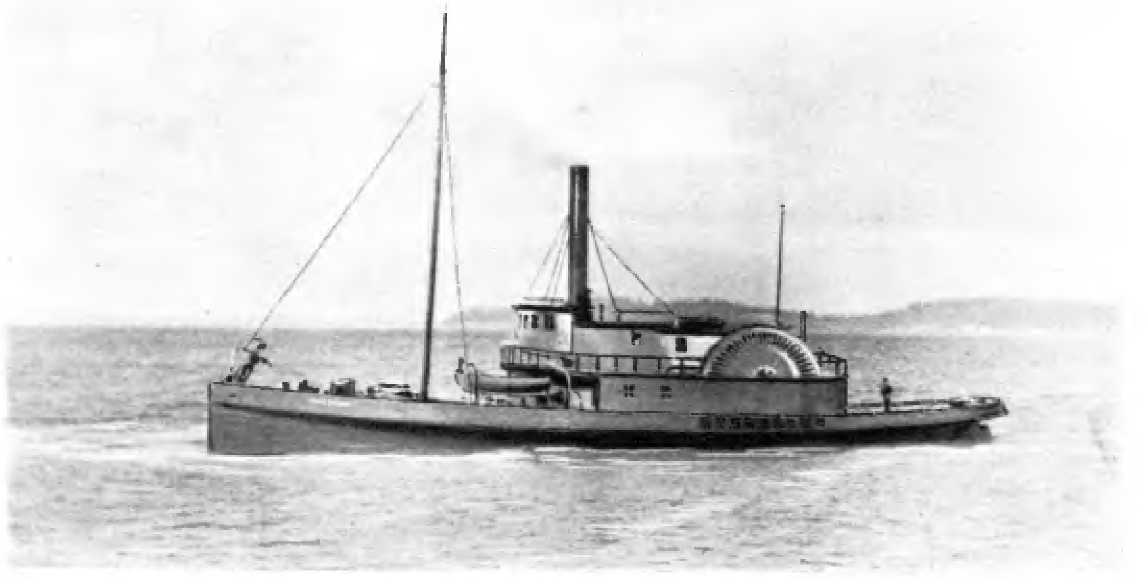
[35] Capt. John Swanson, the best known of any of the Hudson's Bay Company's masters of early years, was born in England in 1827, and arrived at Victoria, B. C., on the old *Cadboro*, when but a boy. He spent many years in charge of the steamer *Beaver*, and under his guidance that craft explored many channels in various parts of the Northwest hitherto unknown, some of which still retain his name. He was master of the steamship *Labouchere* and the *Enterprise*, and remained in the service of the company until the time of his death, which occurred at Victoria, October 21, 1872.

[36] Capt. James Jones, or "Jimmy" Jones, as he was always called, was a Welshman by birth, and emigrated to California in 1849, going to the Sound in 1854, where he accumulated a little money, with which he constructed the schooner *Emily Parker*. He ran her during the Fraser River excitement, and after she burned built the *Caroline* for the route between Victoria and Nanaimo. His next enterprise was the construction of the *Jenny Jones*, at first as a schooner ninety-five feet in length, but subsequently the *Josie McNear*, *Beaver*, and other river steamers. He left this business to enter the customs service, but after a short time there he took a trip to the Sandwich Islands for his health. Not finding the relief sought, he sailed on the bark *Falkenberg* in May, 1878, altered and fitted up as a steamer. After his return from the celebrated flight to foreign parts, he sailed the schooner *Discovery* for a Victoria firm for a short time, but finally became mentally unbalanced and traveled about the country giving lectures on the "Eight Wonders of the World." He died in Victoria, August 20, 1882, aged fifty-two years.

Portland and British Columbia ports. She made her first trip to Portland in April and narrowly escaped wreck at the spot where the *Woodpecker* came to grief a few years before. Captain Jones built the steamer at Port Townsend in partnership with Franklin Sherman and continued operating her through the year. In the fall he bought out his partner and the following spring indulged in an escapade which is so remarkable for the reckless daring with which it was carried out that it is worthy of more than passing mention. In February, 1865, he became financially involved at Victoria and was thrown into jail. His schooner in the meantime had been sent to the American side in command of the mate. The Victoria gaol, as they term it on that side of the line, was somewhat insecure, and through the intervention of friends the Captain secured a woman's dress and bonnet and escaped. After much trouble he landed on the American side of the Straits only to learn that his steamer was in the hands of the United States marshal at Olympia, some of his American creditors having followed the example of the British Columbians. Captain Jones went to Olympia, and, when the *Jenny Jones* was sent to Seattle to be sold, he went with her as a passenger. The vessel tied up for the night at Steilacoom, and the marshal, not liking the quarters aboard, went to the hotel. After he retired "Jimmy" decided upon a bold plan. With the United States Government against him on one side of the line and the British Government similarly interested on the other, with fuel only sufficient for a forty-mile run, a solitary sack of flour, two pounds of sugar and a pound of tea, he cast off the lines and steamed away. Before the hold was clear of wood he reached Port Ludlow, where he had previously located a few cords, and, with the aid of this, he managed to reach Nanaimo. Here he was refused coal but succeeded in obtaining a few provisions, steered for a deserted coal dump and engaged some Indians to assist him in getting aboard about twelve tons of coal dust, which had been lying there for several years. With this supply he started for the coast of British Columbia north of Burrard's Inlet to secure wood to mix with the coal dust, and when about twenty miles out encountered a leaky sloop with a cargo of provisions. The crew begged to be taken off the sinking craft, and he complied with the request and also did not neglect to secure their freieht. Thus well manned and equipped the *Jenny Jones* struck out for the open sea; and, with steam and sail both helping her down the coast, she arrived at San Blas after a journey of twenty-five days. Here Jones paid the men their wages, and also allowed them $625 for what he had taken from the sloop. He subsequently obtained a profitable freight for Mazatlan, and on reaching that point the crew again pressed him for money. "Black Dutch" Albert of Port Townsend, one of the rescued, claimed $1,000 and made application to the United States consul to have the steamer seized until his demand was acceded to. His evidence that she had run away after seizure was unsupported, and the vessel was released after paying the men. During the difficulty some one unshipped and secreted the rudder, and, becoming disheartened with continued annoyance, Jones sold the craft to the Mexicans for $10,000 and returned on the steamer *John L. Stephens* to San Francisco, where he was arrested but promptly discharged, the Court holding that according to the evidence the *Jenny Jones* had not left the marshal but the marshal had left her. On this decision that officer's bondsmen were sued for $4,600, and the matter dragged along in the courts until 1868, when Captain Jones returned to the Sound and was tried at Steilacoom and acquitted. The engineer, Charles Hughes, who accompanied him on the trip, was also arrested and released.


TUG "CYRUS WALKER"

Two small sternwheel steamers were constructed on the Sound in 1864, the *Black Diamond* at Seattle and the *Pioneer* at Olympia. The latter was only about sixty feet long and had eight by twenty-four inch engines. She was owned and operated by Capt. C. Crosby, but was afteward purchased by E. L. Finch. She never went very far from home, but in 1868 made a trip to Victoria in safety. The *Black Diamond* was a flat-bottomed boat of twenty-eight tons register built by Hill & Rabsen as a schooner, but was afterward fitted with machinery and ran for a long time in the White River trade. According to Capt. Tom Brennan, "It was a deep water voyage from Seattle to Olympia, and when Hill, her first captain, set out on such a trip he went round to bid everybody in town good-by." Captain Hill continued jobbing about the Sound with the vessel for several years and finally disposed of her to the Tacoma Mill Company, who in turn sold her to Captain Gove in August, 1876. Although slow and a poor carrier, the *Black Diamond* was never a losing investment. She was about seventy feet in length, and her power consisted of a pair of eight by thirty inch engines. A most valued addition to Puget Sound's steam fleet in 1864 was the new tug *Cyrus Walker*, brought up from San Francisco by Capt. A. B. Gove. She was built in San Francisco in 1864 for Pope & Talbot and Cyrus Walker, in whose employ she is still running, apparently good for several years. While she was primarily intended for towing, she frequently ran under a passenger license, as the scarcity of steamboats during the early days of her existence made her services quite a convenience to people living off the routes of the passenger steamers, in localities where the regular duties of the *Cyrus Walker* frequently carried her. She was a sidewheeler, and at the time of her advent was considered a fine boat; in fact she retained her prestige for fully twenty years, and even after the arrival on the Sound of the modern fleet of tugs she held her own remarkably well. The *Walker* and the *Goliah* are owned by the same company, and when the former has added a few more years to her score both of these old gleaners should be carefully preserved as curiosities. Capt. A. B. Gove was succeeded in command by Capt. William Gove,[37] who had been mate on the steamer. Among other masters who handled the old packet were Libby, Baker, and the two Williamsons. The dimensions of the steamer are: length, one hundred and twenty-eight feet; beam, twenty-six feet; depth of hold, eight feet three inches. With the *Walker*, as engineer, came George W. Bullene,[38] a man who was afterward prominently identified with marine interests and for twenty years United States Boiler Inspector for the district of Puget Sound.

CAPT. WILLIAM GOVE

The *Leviathan*, which had left Victoria for the Columbia several years before, was brought back in 1864 and sold to the Government; and the steamer *Diana*, which Tom Wright made famous, was making occasional trips in and out of the harbor. Esquimault received a visit in May from the Russian corvette *Bogatyre en route* to the Russian possessions in Alaska. The British Columbia pilots, who prior to this time possessed very poor facilities for boarding vessels, chartered the schooner *Victoria Packet* in April; and the *Chronicle*, in commenting on the project, said: "Had a similar craft been equipped and manned four years since, at least half a million dollars would have been saved to the colony, to say nothing of the unenviable reputation our water approaches have attained abroad." The schooner *Nonpariel* made a trip to the codfish banks off Queen Charlotte's Island and met with very good success, beside placing herself on record as the first vessel in the Northwest to engage in this business. The output of the Nanaimo coal mines increased so rapidly that several of the old lumber droghers found it profitable to enter the coal trade. Among the fleet thus engaged in 1864 were the barks *Francis Palmer* and *Florida*, which carried four cargoes each to San Francisco; bark *Sarita*, two; and the barks *Cambridge*, *Ocean Bird*, *George Washington* and *Denmark*, ships *Rosedale*, *Lancashire*, *Saracen*, *Lockett* and *Dublin*, and the brig *W. D. Rice*, one cargo each.

GEORGE W. BULLENE

On the ocean routes business was unusually good all through the year. The *Brother Jonathan* arrived at Portland on her first trip in the spring with seven hundred passengers, and the Holladay line was doing equally well, the *Panama* carrying over five hundred passengers on each of several trips. In June the *John L. Stephens* (the largest steamship that had yet attempted the navigation of the Columbia) visited Portland. Among the ocean steamers running to the Sound ports and Victoria were the *Sierra Nevada, Oregon* and *Pacific.* In August, owing to low water and obstructions in the Willamette, the steamships only ran as far up as the mouth of the river. The citizens of Portland took up a subscription and cleared out the snags, but were satisfied, however, with much less depth of water than they require at the present time. The *Oregonian,* calling attention to the results obtained, in speaking of the arrival of the bark *Industry* said: "She came well freighted, and under the skillful pilotage of Gilman had no trouble entering the Willamette, drawing twelve feet." Evidence of the clumsy devices employed in unloading ships at this period appears in a statement that the bark *Charles Devens* had made a great improvement in the method of hoisting freight from the hold, which was accomplished with the aid of a yoke of oxen, a custom which prevailed until the advent of the steam windlass. In June the brig *Crimea* reached Portland with a cargo consisting of two hundred and eighty thousand feet of redwood from Mendocino County, Cal., the first shipload of this commodity to the Northwest. The growth of the marine industry was not confined to steam craft, as at several points in the Northwest substantial sailing vessels were constructed, the most important of which were the schooner *Coldstream,* built at Alberni, B. C., the *Passaic* at Gray's Bay, and the *L. B. Hastings* at Port Townsend, the latter vessel plying between San Francisco and Northern ports. The number of sloops and small schooners on Puget Sound was larger than ever before, and, owing to the high rates charged on the steamers, the lesser craft did a profitable business. On the Columbia a remarkably fast sloop, the *Harvest Queen,* in command of Capt. Ned Ferchen, was operated between Astoria and Cape Hancock. She was a San Francisco product, and, Capt. George Flavel having taken a fancy to her, he secured the vessel for use on the Columbia.

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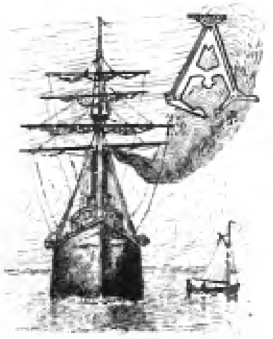
[37] Capt. William Gove, who has seen more tugboat service on Puget Sound waters than any man living, was born in Maine in 1834, and followed the usual course of marine instruction received by the young men of that section. He went to sea at an early age and after many cruises arrived on Puget Sound in 1865 as mate on the tugboat *Cyrus Walker*. He was soon promoted and served as master of the tug until 1874, when he took command of the *Favorite*, remaining with her for two years, at which time he was transferred to the *Yakima*, but after running her several months, and making a few trips on the old *Goliah*, returned to the *Cyrus Walker*, on which he was employed most of the time until the *Tyee* was built, of which he took charge in 1884, and still occupies the same position. During his long career on the Sound he has witnessed many disasters to less fortunate vessels and has furnished relief to several, but has never yet been involved in any serious trouble with a craft in his charge.

[38] George W. Bullene was born in New York in 1822. His father was a ship carpenter and boat builder. At the age of seventeen the young man went to New York to learn the trade of mechanical engineer, and from there to New Orleans, where he enlisted for the Mexican War and served two years. In 1848 he went to St. Louis and worked on the river until 1854, afterward following his profession in New Orleans. On the outbreak of the Civil War he was again enrolled in the army, and after being wounded left the service and went to the Pacific Coast, arriving in San Francisco in 1864. He at once fitted out the *Cyrus Walker* and took her to the Sound, but subsequently returned to San Francisco. He was engaged in 1865 to act as master mechanic for the Puget Mill Company and remained with them until 1868, when he accepted a similar position with the Port Madison Mill Company. He was appointed United States Boiler Inspector in 1873, and the same year opened a machine shop in Seattle, which he conducted for five years, and then returned to the employ of the Port Madison Mill Company, remaining until 1883, at which time he went to Tacoma and superintended the construction of a mill for the Tacoma Mill Company, and later rebuilt Simpson's mill on Gray's Harbor. Except during intervals of a few years he has held his position as inspector, and has resided in Seattle continuously since 1885.

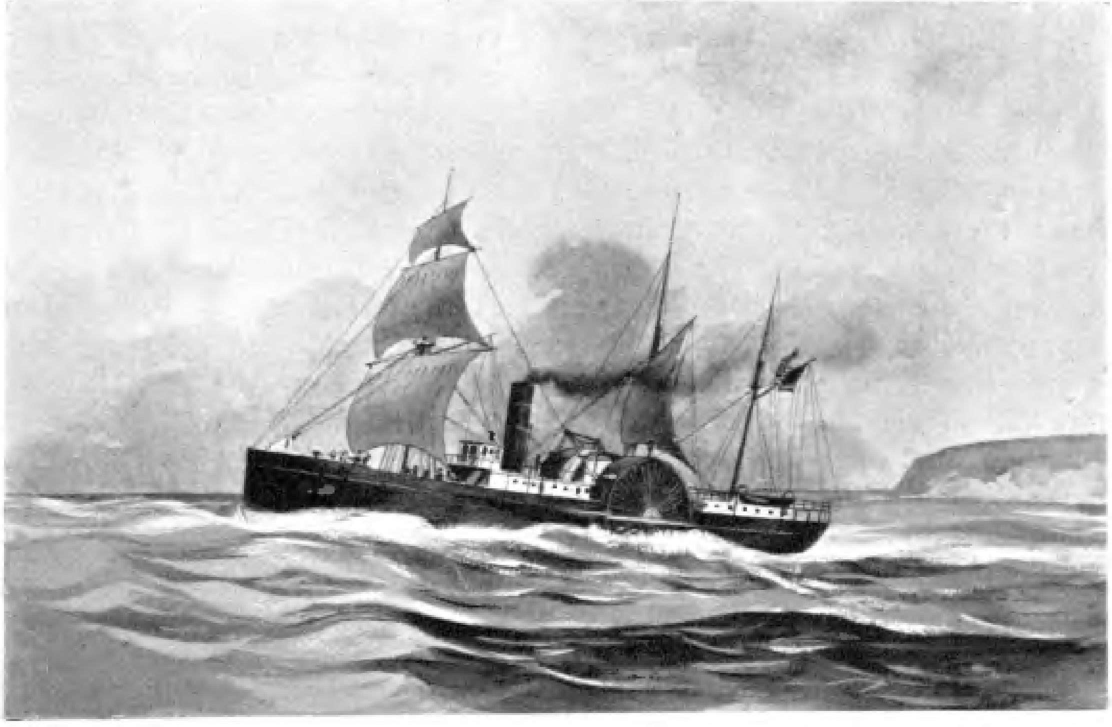
Two well known coasters came to grief in 1864, the barks *Iwanowa* and *Ocean Bird.* The latter first visited the Columbia in 1849, in command of Captain Hall. She was launched at Augusta, Me., in 1847, and enrolled at Astoria in 1853. She served for years in Abernethy & Clark's packet line to San Francisco, and was afterward sold to parties on the Sound. She left Port Madison on what proved to be her last voyage March 19th in company with the bark *Rival.* Heavy southwest gales were encountered, and on April 3d the vessel capsized. The crew were on the keel six hours before the masts finally gave way, and she partly righted. The cabin and forward house were missing, and the survivors remained on the wreck from Sunday until Friday without food or water. They were rescued by the steamship *Panama* when almost exhausted and taken to Astoria, and Captain Blake and three of the men arrived in a serious condition from the exposure to the inclement weather. The worst disaster of the season was the loss of the *Iwanowna* on Vancouver Island in November. The bark left Nisqually November 18th in command of Captain Mortage with lumber for San Francisco. She passed Cape Flattery light on the twenty-fourth and ran into heavy gales from the east, which started her to leaking so badly that in a comparatively short time she was waterlogged; and while in this condition a heavy squall threw her on her beam ends, carrying away the masts and washing three sailors overboard to death. The bark subsequently righted and drifted to the North. Four days later she struck a reef near Nootka and commenced to break up. Captain Mortage and six men, the remainder of his crew, started for shore on a raft, which they reached after the loss of three of their number. The survivors were taken to Victoria by the sloop *Leonede,* Captain Francis. The schooner *Cornelia Terry,* owned by Ludlum & Co. of San Francisco, was wrecked on the bar at Yaquina Bay, October 13th, while *en route* to San Francisco, laden with oysters. Vessel and cargo proved a total loss, but the crew were saved. The barkentine *Jennie Ford,* from San Francisco for Puget Sound, went to pieces on North Head soon after leaving the city, January 29th. A passenger named Osgood lost his life, but Captain McCarty and crew reached the shore in safety. The steamer *Mary Woodruff* had her upper works completely destroyed by a boiler explosion July 31st, while towing a raft on the Sound, about eight miles from Utsalady. The captain, engineer and three Indians on board escaped without serious injury, but the vessel was so badly damaged that it was necessary to practically rebuild it. The trading sloop *Kingfisher* of Victoria was seized by the Indians near Clayoquot Sound, and Captain Stephenson and three of the crew were murdered by the savages. When the news of the massacre reached Victoria H. B. M. ship *Sutlej* was dispatched to the scene of the outrage and on arrival shelled the village and captured the murderers.

CHAPTER VII.

LOSS OF THE "BROTHER JONATHAN" — WILLAMETTE STEAM NAVIGATION COMPANY — THE DALLES SCHOONER NAVIGATION COMPANY—OPPOSITION ON THE COWLITZ ROUTE—STEAMSHIPS "DEL NORTE" AND "ORIZABA"—COLUMBIA RIVER'S FIRST BAR TUG—UPPER COLUMBIA STEAMER "FORTY-NINE" — THE "SIR JAMES DOUGLAS" — THE PIRATE "SHENANDOAH" — PUGET SOUND'S LUMBER INTERESTS—WRECK OF THE BARK "INDUSTRY"—CREW OF THE "ROYAL CHARLIE" MURDERED BY THE NORTHERN INDIANS — THE "SHOSHONE" LAUNCHED AT FORT BOISE — OREGON AND MONTANA TRANSPORTATION COMPANY—STEAMERS "MARY MOODY," "CABINET" AND "MISSOULA" —THE "OKANOGAN" BROUGHT TO THE MIDDLE RIVER—CHEHALIS RIVER STEAMER "SATSALL"—THE "JOSIE MCNEAR" ON PUGET SOUND—BRITISH STEAMER "ISABEL"—STEAMSHIPS "FIDELATER" AND "CONSTANTINE"—THE RUSSIAN-AMERICAN TELEGRAPH COMPANY — SHIP "NIGHTINGALE"—ANCHOR LINE STEAMSHIPS "MONTANA" AND "IDAHO" — THE "CONTINENTAL" AND THE MERCER GIRLS — STEAMSHIP "ORIFLAMME"—WRECK OF THE STEAMSHIP "LABOUCHERE" AND BARK "MAUNA KEA."



A MOURNFUL tale of death and disaster darkened the pages of marine history in 1865, and, with the single exception of the loss of the steamship *Pacific* ten years later, no such terrible calamity has ever happened on the Pacific Coast. The steamship *Brother Jonathan*, well known on all of the routes north of San Francisco, struck a sunken rock near Crescent City, and in a few minutes went to the bottom of the ocean with nearly two hundred people, who were powerless to escape from the doomed vessel. The *Brother Jonathan* was built in New York in 1852 for the Long Island Sound trade, but was sold on completion to go to the Pacific. She was brought around by Capt. C. H. Baldwin, afterward admiral in the United States Navy, with Hiram Sanford, chief engineer; L. V. Hogeboom, first assistant; Dan Saltus, second assistant; C. A. Low, purser; and George Hutchinson, first officer. After reaching San Francisco she was secured by Vanderbilt for his Nicaragua line, but was subsequently disposed of to John T. Wright, who ran her North under the name *Commodore* until 1858, at which time she narrowly escaped sinking with three hundred and fifty passengers. After this Wright sold her to the California Steam Navigation Company, and under the superintendence of Capt. A. M. Burns,* her new



STEAMSHIP "BROTHER JONATHAN"

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*Capt. A. M. Burns, who has witnessed the growth of the steamhip business on the Pacific Coast from its inception, was born in Philadelphia, Penn., his parents coming to the Quaker City from the South a short time before his birth. He began sailing out of New York about 1835, continuing there for about ten years and leaving soon after the Mexican War to go to the Isthmus of Panama, where he took command of the first steamer that ascended the Chagres River. He remained at Chagres owners expended several thousand dollars in rebuilding and refitting her, and as soon as they had settled their differences with Ben Holladay she was put in the northern trade again. In the few years prior to 1865 the steamer made a fortune for her owners. She was considered a very fair traveler in her day when not too deeply loaded, and the general opinion has always been that, had she not been overburdened, the terrible fate which finally overtook her would have been averted. For months preceding her departure on the last trip the northern business had been exceedingly heavy, and the steamers were obliged to leave freight behind for lack of carrying capacity. This state of affairs existed when the *Brother Jonathan* was preparing for her fatal voyage, and on July 27th, the day before she was scheduled to sail, her master, De Wolf, endeavored to induce the agent to stop receiving cargo, warning him that she was already as deeply laden as she could run with safety, even without the large number of passengers expected. The official who was acting in place of Major Samuel Hensley, the regular agent and vice-president of the company, paid no attention to his remonstrances, and intimated that, if the captain did not wish to take the steamer out, he could find a man who would. De Wolf said no more at the time, though he expressed his misgivings to a friend on the dock a few minutes before sailing.

At noon on July 28th the steamer swung out from her moorings and toiled laboriously through the Golden Gate, the people on board little thinking that they were bidding farewell forever, not only to California, but to the earth, which few of them would ever walk again. A strong head wind and a heavy sea, together with the overburdened condition of the steamer, made progress a difficult matter, and it was not until the morning of the thirtieth that she passed Crescent City, scarcely holding her own in the heavy gale prevailing. Captain De Wolf bravely kept her on the course until one o'clock, when, having reached a position about sixteen miles northwest of Crescent City, and realizing the futility of trying to proceed until the weather improved, he determined to run back to that point and anchor. The steamer was put about, and had gone five or six miles, when she brought up suddenly with a shock that threw the passengers off their feet. At this time the unfortunate vessel was about eight miles west of Point St. George, and immediately after striking broken pieces of the keel floated up alongside, showing that the hull had received serious injury. The only member of the crew saved who was in a position, at the moment of the accident, to have any exact knowledge of the occurrence, was Jacob Yates, the quartermaster, on watch. His statement is as follows: "I took the wheel at twelve o'clock. A northwest gale was blowing, and we were four miles above Point St. George. The sea was running mountain high, and the ship was not making any headway. The captain thought it best to turn back to Crescent City and wait until the storm had ceased. He ordered the helm hard aport. I obeyed, and it steadied her. I kept due east. This was about 12:45. When we made Seal Rock, the captain said, 'Southeast by south.' It was clear where we were, but foggy and smoky inshore. We ran till 1:50, when she struck with great force, knocking the passengers down and starting the deck planks. The captain stopped and backed her, but could not move the vessel an inch. She rolled about five minutes, then gave a tremendous thump, and part of the keel came up alongside. By that time the wind and sea had slewed her around until her head came to the sea, and she worked off a little. Then the foremast went through the bottom until the yard rested on the deck. Captain De Wolf ordered every one to look to his own safety, and said that he would do the best he could for all." The greatest confusion reigned on board. The steamer was poorly equipped with life-saving apparatus, and the helplessness of the passengers increased when the nature of the injuries received became apparent. The vessel was impaled on a hidden ledge, and a jagged point had pierced the hull and held her so that all efforts to back off were futile. The sea was beating heavily on the port quarter, and the vessel veered around until she came head to the wind. The obstruction on which she had lodged must have been wedge-shaped, as, in swinging, the bottom of the ship burst open and the foremast slipped down through the opening. The first boat was launched very soon after the steamer struck, but so many scrambled into it that it was capsized immediately, and nearly all of the occupants drowned before the eyes of those on board. A second boat was then lowered, but before it had quite reached the water was swamped by the careening

CAPT. A. M. BURNS

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as agent for the steamship company until March, 1849, when he came to San Francisco and shortly afterward commenced running to Nicaragua. In 1852 and 1853 he was on the Portland and San Francisco run in charge of the steamships *Columbia* and *Fremont*, leaving the northern route to again take the Nicaragua steamers. When the California Steam Navigation Company purchased the steamships *Pacific* and *Brother Jonathan*, Captain Burns superintended the repairs to the latter steamer and alternately commanded each of them for several years, retiring from the water early in 1867 after a long and successful career, during a period when the greater number of the steamship men of the present generation were infants. Since retiring from the water Captain Burns has resided in San Francisco the greater part of the time and at present is engaged in the insurance business in the Bay City.

of the steamer. The third mate, James Patterson, was in bed at the time of the accident, but made his way on deck as quickly as possible, and about fifteen minutes after the first shock succeeded in lowering another boat, in which he placed five women and three children; but, before he could make further efforts in behalf of the despairing passengers, ten of the crew jumped in, loading the frail craft down to the water's edge, and it seems almost a miracle that they ever reached shore. This boat, containing nineteen souls, arrived at Crescent City in safety, and these fortunate few were the only ones who survived out of nearly two hundred who had left the Bay City a few days before full of life and hope and with no thought of the awful death in store. The crew of the *Brother Jonathan* was as follows: Samuel J. De Wolf,[1] master; W. A. H. Allen, first officer; J. D. Campbell, second officer; James Patterson, third officer; John S. Benton, purser; Albert Dwyer, freight clerk; Elijah Mott,[2] chief engineer; G. White, first assistant engineer; J. Francis, second assistant engineer; William Anderson, oiler; A. Collenburg, Fred Malers, Arthur Harvey, William Lowry, J. Thompson and Patrick Lynn, firemen; John Hilton, John Gorman and John Clinton, coalpassers; James Perkins, Jacob Yates, Joseph L. Gomez, H. Walker, G. Frederick, A. Gonzels, William Penn, L. Domingo, J. Silva, William Foster, Fred Douglass, James Fowler, seamen; John Miller and D. Deas, pantrymen; Thomas Tierney, porter; H. Miller, baker; C. F. Laurend, watchman; Charles Rice, Manuel Herrlia, Edward Shields, John Hutton, Edward Franklin, John E. Porter, M. Salinas, David Farrell, waiters; Stephen Moran and John W. Welch, cabin boys; Jennings, a newsboy; Richard Daulton and H. G. Brown, stewards; Charles Laws, James Laws and H. Lee, cooks; C. Stevenson, stewardess; John Hensley, storekeeper; and George Church. Her passengers were: Brigadier-General Wright, U. S. A., and wife, Lieut. E. D. Waite, U. S. A., Miss Mary Berry, S. Meyer, David McHendle, A. L. Styles and wife, William Logan and servant, James Nesbit, James E. Trites, M. Crawford, T. Dawson, Miss Mary Place, Mrs. Stackpole and two children, J. Weil, Mrs. Anna Craig, Mrs. Lee and infant, Governor A. C. Henry, L. G. Tuttle, B. H. Stone, wife and child, Captain Chaddock, U. S. A., Mrs. John C. Keenan, seven courtesans, S. B. Morgan, S. N. Luckey, wife and child, Miss Forbes, Henry Abrams, Edward Cardiff, Charles N. Belden, Albert Micklet, George Wedekind, James Berton, Thomas Moyle and wife, Miss Eliza Davis, Mrs. John Charlton, Daniel Parrish, Robert M. Frazer, John R. Craig, William Billinisky, J. S. Benn, Mrs. Woodlock, Conrad Adams, Fred A. Pound, Gilman Clindruaid, James Lynch, Dr. A. Ingraham, U. S. A., James P. Richards, Victor Smith, Miss E. P. Snow, James Connell, J. G. Gay and wife, Miss N. Shuser, M. L. Hefron, George W. Pollock, Charles C. Northrup, J. C. Hunsacker, Mrs. A. C. Brooks, Miss Hensley, William Logan and wife, D. Crandall, Mrs. C. Fountaini and two children, D. C. Powell, wife and four children, A. A. Stone, wife and child, Mrs. J. Stanford, Mrs. James Church, Mrs. Wendell and child, two Indians, P. Leffer, J. S. Geddes, B. Matherson, Mrs. Luckey and two children, Major E. W. Eddy, U. S. A., G. Canel, Moses Beiteer, Joseph Orzelli, H. Definnie, George W. Annis, J. Strong, S. P. Craig, Mary A. Tweedle, Patrick Dwyer, John Adams, R. S. Manly, Henry Abrams, Thomas Gullan, C. Bisner, and Joseph A. Lord, Wells, Fargo & Company's messenger. The boat which so miraculously reached shore carried Mrs. Martha E. Wilder, Mrs. Mary Ann

CAPT. SAMUEL J. DE WOLF

ELIJAH MOTT

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[1] Capt. Samuel J. De Wolf, in command of the steamship *Brother Jonathan* at the time of her loss, was born in Nova Scotia in 1822. At the age of sixteen he began sailing between New York and Liverpool, leaving this occupation in 1849 to go to the Pacific Coast as first officer of the ship *Onward*. After his arrival he commenced running in the coasting trade as master of the brig *Fremont*. In 1853 he entered the employ of the California Steam Navigation Company and remained almost continuously in their service from that year until his death.

[2] Elijah Mott, chief engineer of the *Brother Jonathan* when she was lost, was born in New York in 1828, and came to California as first assistant engineer on the steamer *Pacific*, with King as chief. He was one of the most popular and best known engineers running out of San Francisco, and had been in the California Steam Navigation Company's service for a number of years at the time of his death. Prior to his advent on the Coast he ran on the Hudson River as second assistant on the steamer *Empire*, where L. V. Hogeboom, the well known marine engineer, was with him for a short time. After leaving this position he served for a few months on a towboat in New York harbor and then started westward on the *Pacific*. He was in the Stockton line out of San Francisco about two years before he joined the *Brother Jonathan*.

Tweesdale, Mrs. Nina Bernhardt and child, Mrs. Martha Stott and child, a Chinawoman and child, and the following members of the crew: James Patterson, third officer; David Farrell, steerage steward; Henry Miller, baker; Patrick Lynn and William Lowry, firemen; William E. Shields and Stephen Moran, waiters, and four colored seamen.

The steamer *Del Norte*, Henry Johnson, captain, Frederick Bolles,[3] first officer, was dispatched to the scene as soon as the news was received, and transported the few survivors to San Francisco, taking also the bodies which had been washed ashore. The officers of the ill-starred steamer met death with a heroism which was grandly pathetic. Surrounded by scores of anxious passengers who pleaded for help that was beyond their power to give, they spent the last fleeting moments of their lives in trying to buoy up the hopes of those who stood in the shadow of certain death, endeavoring to make them believe that there was still a chance to escape. De Wolf said but little, although his words soon after the vessel struck were carried to San Francisco, and, like a voice from the grave, haunted the man who was indirectly responsible for the disaster, so that his life from that time knew naught of pleasure. As Patterson was leaving with his boatload, the brave Captain gave him his last order. "Tell them," said he, "that if they had not overloaded us we would have got through all right, and this would never have happened." James Nesbit, a pioneer newspaperman of San Francisco, one of the unfortunates who remained with the vessel until she made her final plunge, pulled out his notebook, sat down on a hatch and calmly wrote his will, which, after tying in a small package, he fastened to his body and awaited the end. The document was afterward found upon his body, and the wording of it and the clearness with which his wishes were expressed proves that the old hero met his fate without flinching.

CAPT. FREDERICK BOLLES

There were many heartrending scenes as the steamer slowly disappeared. The wife of Brigadier-General Wright paid for her devotion with her life, as she had entered the boat in which the survivors escaped, but, on observing that her husband would not follow, she insisted on being permitted to return to him, and clasped in his arms they met death together. While the agonies of the last terrible moments were such as to make all humanity shudder, yet the anguish, which was soon over with the poor victims, sped to the homes of their loved ones and left a cruel wound which even time does not heal. Among scores of others whose hearts were saddened by the disaster was Capt. N. C. Brooks of the bark *Cambridge*, which had just arrived at Portland from Honolulu, and who was waiting for his wife and children to join the vessel and sail for the Islands with him. They perished in the wreck, as also did James R. Richards, of the firm of Richards & McCracken, who was on his way to Portland to meet his family, then due from Honolulu on the bark *Eldridge*. Of the large number lost, less than seventy-five bodies came ashore, and many of these were not identified. About forty bloated corpses were recovered near Crescent City and the others at different places between Gold Beach Bluff and Trinidad. Among those recognized were: General Wright, Chief Engineer Elijah Mott, William Perkins, E. L. Lonate, Mr. Leach, George W. Pollock, George Chadwick, Lieut. E. D. Waite, Charles Law, James Nesbit, A. Dyer (freight clerk), James E. Frites, J. Strong, J. L. Anchoine, James R. Richards, Miss Mary Berry, B. Matherson, B. H. Stone, Isaac Weil, Miss N. Shirser, J. S. Benton (purser), Charles H. Belden and Mr. Millett. The *Brother Jonathan* had a considerable sum of money on board to be used in paying the troops in the Northwest, and from this fact have sprung a great number of wild tales of fabulous wealth supposed to have gone to the bottom with the vessel. In some cases the amount has been stated as over a million dollars, while as a matter of fact the property lost by the wreck was only about $250,000 all told, much of it in cargo of a nature which contact with water would render worthless. Nevertheless, many expeditions have been undertaken at an expense of much time and money in the endeavor to ascertain the position of the wreck with a view to recovering the treasure, and hardly a year passes but some new story is given the public to the effect that the long-sought steamer has finally been definitely located; but up to the present time the exact resting-place of the unfortunate craft still remains one of the mysteries of the deep.

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[3] Capt. Frederick Bolles, who has seen more years of continuous service in the steamship lines between Portland and San Francisco than any man now running north from the Bay City, is a native of Wareham, Mass., where he was born in 1840. He began sailing on the Atlantic Coast while a mere boy and continued there until he reached the position of mate, in which capacity he arrived in San Francisco in 1863 on the ship *Rocklight*, leaving her to take a similar berth on the steamship *Oregon*. He was rapidly promoted, and in a short time was made captain of the steamship *Del Norte*, going from her to the *California*, *Pacific*, *Ajax*, and other steamers of the Northern fleet. In 1877 he returned to the East and brought out the steamship *City of Chester*, going back again on a like mission when the steamship *Columbia* was completed. While Captain Bolles has always been fortunate with all of his commands, his record on the steamship *Columbia* is remarkable. He has made over four hundred round trips with her between Portland and San Francisco, and in all that time never but once has he been longer than one night at sea on the down trip between the two cities. This wonderful regularity has caused the *Columbia* to be expected on schedule time with as much certainty as a railroad train.

There was no diminution in the tide of travel which had been steadily drifting to the North since the Fraser River mining excitement. As a matter of course, the spasmodic rush that is always a feature of such events had been partially eliminated from the transportation problem; but business was still good, and people who had found something in the new Northwest beside gold that glittered communicated the fact to their friends in the East, and the development of the country proceeded in a manner more lasting and beneficial than could possibly be accomplished by the presence of the yellow metal alone. The bulk of this immigration came by way of California, and the steamships of the Holladay line and the California Steam Navigation Company were taxed to their utmost capacity, and the river and Sound steamers of the Northwest were in turn kept busy distributing the incoming passengers to all parts of Oregon, Washington and British Columbia. Railroads were still among the possibilities of the future, and steam and sailing vessels afforded practically the only means of conveyance between civilization and the remote points. Preëminent over all other marine organizations which flourished at this period was the Oregon Steam Navigation Company; their hold on the highway to the upper country never relaxed for an instant, and every attempt at opposition was nipped in the bud with neatness and dispatch, until in 1865 they owned or controlled every steamboat on the Columbia and Willamette rivers as far up as Portland with the single exception of the *Fannie Troup*. Their erstwhile formidable antagonist, the People's Transportation Company, was conducting a monopoly on the Willamette on much the same lines, but with less success. In fact so many rival schemes prevented the accumulation of a surplus that not until the fall of 1865, three years after organization, were they enabled to declare a ten per cent dividend, which had hardly been placed to the credit of the stockholders before a new factor in the struggle appeared in a competitor called the Willamette Steam Navigation Company, which was incorporated in October, 1865, with the following officers: D. W. Burnside, president; A. L. Lovejoy, vice-president; J. T. Apperson, secretary. The steamers *Active* and *Alert* were constructed, and they controlled the *Echo* and one or two others, but, like their predecessors, soon sold out to the People's Transportation Company, and all was quiet on the Willamette for a short time. The *Alert* was built at Oswego in 1865 by Pacquet & Brown, was launched December 8th, but did not make her trial trip until January 18, 1866. Her officers were: James Strang, captain; Edward Fellows, engineer; H. H. Johnson, purser; Jerry Driscoll, mate. She was intended for the Portland end of the Willamette Steam Navigation Company's line, and began running to Oregon City as soon as completed. Capt. E. W. Baughman took command after the change of ownership and ran her until 1868, when he was succeeded by Capt. Joseph Kellogg and Captain Pease. She continued on the river until 1871, when she was condemned. Peter De Huff was engineer for a considerable length of time. The *Alert* was one hundred and thirty-six feet long, twenty-five feet beam, and five feet hold, with engines sixteen and a half by sixty inches. The *Active* was built at Canemah and on completion was commanded by one of her owners, Capt. John T. Apperson, but, with the transfer to the People's Transportation Company the following year, she was put in charge of Capt. George Jerome, and a few years later Capt. George Pease took the helm. The *Active* was one hundred and twenty-one feet long, twenty-three feet beam, and four feet seven inches hold. The steamer *Echo* was also built at Canemah, and her enrollment shows that she was owned by A. P. Ankeny and John Gates. She was launched May 22d and made her trial trip July 27th in command of Capt. Miles Bell[4] in the service of the Willamette Steam Navigation Company. The *Echo* was one hundred and twenty-two feet long, with twenty-five feet beam and four feet hold. Captain Cochran succeeded Bell as master, and Pease and Sebastian Miller also handled her for a while.

CAPT. L. E. PRATT

The People's Transportation Company further reinforced their fleet with the *Fannie Patton*, which was the successor of the old *Onward*, and was launched at Canemah, August 25, 1865. Capt. George Jerome took charge of the steamer, and, with the exception of a few years when she was commanded by Captains Pease and J. D. Miller, remained with her until she finally wore out. She was of very light draft, drawing only fifteen inches without a load, and did a very good business on the upper river. In 1874 she passed into the hands of the Oregon Steamship Company, in 1879 into the Oregon Steam Navigation Company's fleet, and in August, 1880, was stripped and converted into a barge. Her dimensions were: length, one hundred and thirty-one feet; beam, twenty-six feet six inches; depth of hold, four feet. The officers of the People's Transportation Company elected at Salem in October were: A. A. McCully, president; T. McF. Patton, secretary; George A. Pease, Joseph Kellogg, E. N. Cooke and L. E. Pratt, directors. A change was also made in 1865 in the directorate of the Oregon Steam Navigation Company, J. S. Ruckel resigning as president and S. G. Reed taking his position, with R. R. Thompson, vice-president; Theodore Wygant, secretary; W. S. Ladd and D. F. Bradford, directors. The new *Cascades*, which had arrived from the Sound to run as an opposition steamer on the Cascade route, was added to the Oregon Steam Navigation Company's fleet, and was put in commission in command of Capt. John Wolf, making daily round trips, occasionally giving place to the *Wilson G. Hunt* or the *New World*. On the upper river, W. D. Bigelow, who had tried competition with the steamer *Celilo* the preceding year, organized The Dalles Schooner Navigation Company, and, with Captain Drew, operated the schooners *Rapids*, *Perseverance* and *Mt. Hood*, advertising freight at reduced rates to Umatilla, Wallula, Palouse and Lewiston, with "passengers carried at grub rates." The traffic by this line was not heavy, and the steamers *Tenino*, Captain Coe, and *Owyhee*, Captain Felton, found plenty of work carrying both freight and passengers. The *Colonel Wright*, in command of Capt. Thomas Stump, whom Ainsworth had brought up from San Francisco, made an attempt to go up through Snake River Canyon, but after steaming several days, and getting about seventy miles farther inland than any steamer had yet penetrated, gave up the trial and returned to Lewiston.

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[4] Capt. Miles Bell, one of the oldest Willamette River steamboatmen now living, began steamboating in the latter part of the fifties, and has followed the fortunes of nearly every transportation company that ran from Portland to the upper Willamette, and has commanded most of the steamers on that stream. He remained with the People's Transportation Company and their successors, Ben Holladay and the Oregon Railway & Navigation Company, until the Oregon Pacific entered the field, when he served for a few years on their steamers, and has since run occasionally on various other boats out of Portland.

Early in the year there was considerable rivalry on the Cowlitz and Astoria routes, and when the Oregon Steam Navigation Company began to make it tropical for Captain Olsen and his associates of the Monticello & Cowlitz Landing Steamboat Company, they retaliated by sending the new steamer *Rescue* to the Cascade route. This small steamboat war was ended in the usual manner by Captain Ainsworth buying the steamers, and taking in the *John H. Couch*, in which the same people were interested, at that time. The *Couch* was continued on the route to Astoria, with Van Bergen, master, and Richard Hoyt,[5] purser, and the *Julia*, which had been running in opposition, was hauled off. Beside the new steamers *Echo*, *Alert* and *Active*, launched on the Willamette, a new propeller, the *U. S. Grant*, was built at Brooklyn, a suburb of East Portland, for the lower river trade, in 1865, by Clinton Kelly, "farmer," as the records attest, and was placed in command of Capt. J. W. Kern. She was advertised to make regular trips between Astoria and Baker's Bay, and to tow vessels over the Columbia River bar in calm weather. In 1866 she was still in the jobbing business during most of the year, but was chartered for a short time by Captain Ankeny to run to Oregon City in connection with the *Echo* on the upper Willamette. Captain Kern bought the steamer soon after her completion, and sold her in the fall of 1867 to go to the Sound to run as an opposition boat on the Victoria route; but the scheme failed to materialize, and she was purchased in March, 1868, by Capt. J. H. D. Gray, who repaired her and in May commenced to operate her between Astoria and Ilwaco as the pioneer in a trade which has since grown to large proportions. She continued on this route in command of Captains J. H. D. and W. P. Gray until December, 1871, when she was wrecked at Fort Canby during a heavy gale (see wreck of *U. S. Grant*, 1871).

Capt. Richard Hoyt, Jr.

The pioneer *Eagle*, owned and operated in 1865 by Capt. J. D. Tackaberry and Engineer George Ham,[6] was in the towing business on the Willamette and Columbia, and a number of other small steamers were jobbing on the two rivers, among them being the *Loyal Ellsworth* and the *Webfoot No. 2*, a small propeller run by Capt. James Fisher. A commodious steam ferry much larger than anything which had yet appeared was placed on the Willamette River and bore the name *Portland No. 1*. She was a square built craft, one hundred and one feet long by forty feet beam, and was built at Westport for Joseph Knott, with Capt. S. S. Douglass,[7] master. As originally planned, the boat was pulled across the river by a cable wound around a pair of big "drums" ten feet in diameter, but this afterward gave way to side wheels. Her engines were eight and one-half by eighteen inches, and she could transport sixteen teams at one trip. Knott sold the ferry December 1st to W. S. Ladd, E. M. Burton, S. N. Arrigoni and Col. A. P. Dennison for $35,000, but it was afterward repurchased by the Knotts, and run by Captains Sam and John Douglass for several years. The steamship *Del Norte*, a Pacific Coast product, was added to Ben Holladay's line, and is said to have been the first ocean steamship of any prominence built in San Francisco. She ran north in connection with the *Oregon* and other old steamers, while the California Steam Navigation Company was operating the steamships *Active*, Captain Thorn,[8] the *Orizaba*, Captain Burns, and the *Brother Jonathan*, Captain De Wolf. The *Del Norte* was launched in San Francisco in January, 1865, and contained the engines of the old steamship *Republic*. Her dimensions were: length, one hundred and ninety feet; beam, forty feet; depth of hold, seventeen feet. She ran on the Northern route in command of Captains Johnson, Fauntleroy and Winsor, and for a short time in 1867 was in the Coos Bay trade. In October, 1868, *en route* from Nanaimo to Victoria, she struck a reef and became a total loss (see wreck of *Del Norte*, 1868). The *Active* ran for a few months in 1865 between Victoria and Portland, connecting with the *Orizaba*, and on one of these trips was seized by the Government for an alleged infraction of the law by discharging freight on board the *Orizaba* in the stream. The steamer and her master, Thorn, and Melville Erskine, first officer, were put under bonds, but on making a proper explanation were released. The steamship *Orizaba* was built at New York in 1854 and came to the Pacific the following year, and made a few trips at this time on the Northern route, but afterward ran to Panama and China. After a long period of rest at Benicia, she was sold in the spring of 1865 by the Pacific Mail Company to the California Steam Navigation Company for $60,000, and with Captain De Wolf in charge made her first trip to Portland, arriving May 12th. On her return to San Francisco, Captain Burns succeeded De Wolf, who went to his death on the *Brother Jonathan*. In 1866 the *Orizaba* ran north at reduced rates, carrying passengers for $10 and $3, and continued in this trade for several months, leaving it to go south from San Francisco. In 1877 she again went north, with Henry Johnson, captain, and Henry Lampman,[9] engineer, and in 1881 was running to the Sound with Captain Alexander in command and Lampman still at the throttle. She was becoming tender, though, and in 1887 was broken up in San Francisco. The *Orizaba* was two hundred and forty-six feet long, thirty-five feet beam, and eighteen feet hold.

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[5] Capt. Richard Hoyt, Jr., who was purser on the *Couch* with Van Bergen, is a son of the pioneer Captain Hoyt, under whose tutorship he learned the art of steamboating on the old *Multnomah*. He was born in Albany, N. Y., in 1847, and with his parents came to Oregon when but a child. After leaving the *Multnomah* he served as purser on the various Oregon Steam Navigation Company's boats until 1867, when he was granted a master's license and commenced running steamers on the Astoria route, continuing in this trade with the Oregon Steam Navigation Company until 1876, when he began to pilot deep-water vessels between Portland and Astoria. After three years of this occupation he returned to the company and remained with them and their successors, the Oregon Railway & Navigation Company, until 1884, while in their employ having, at different times, commanded nearly all of their passenger steamers. In 1884 he again engaged in piloting on the river, where he remained until about five years ago, when he entered the service of the Government in connection with river improvements, his long service on the Willamette and Columbia peculiarly fitting him for this work. His efforts in this direction have been valuable to the Port of Portland Commision in their purpose to establish a twenty-five-foot channel to the sea. Captain Hoyt is still a resident of the Oregon metropolis and is without doubt the youngest "pioneer" mariner on the river.

[6] George Ham, at present of Ham, Nicknm & Co., Portland, Or., was born in Illinois in 1836 and began steamboating in the Northwest as master of the little iron propeller *Eagle*, with J. D. Tackaberry as engineer. He continued running on her until 1869, when she was sold, and, in partnership with Tackaberry, built the propeller *Webfoot* and operated her in the towing business for about ten years. In 1872, when the firm of Ham, Taylor & Co. was formed and the steamer *Ben Holladay* purchased, Captain Ham took command and ran her until the machinery was removed and the *Rustler* completed. He then managed the latter steamer until she was burned in August, 1890. The steamers *Rustler* and *Kehani* were also constructed by Ham, Taylor & Co.

[7] Capt. Samuel S. Douglass is a native of New York and has been connected with marine business on the Columbia and Willamette rivers at intervals for nearly forty years. With his father he was engaged for many years in the ferry service on the Willamette River. After retiring from this work he joined forces with Captain West at Westport and built the well known steamer bearing the name of the town. Captain Douglass was in command of the steamer and ran her in the jobbing and excursion trade out of Portland for many years. Her equipment was novel in many respects, and among other conveniences which her master provided was a system of levers and rods by which the engines could be handled from the pilot-house by the man at the wheel. The last work of the steamer in the hands of Douglass was as a hunting-boat running between Portland and the game resorts of the lower Columbia. A few years ago the Captain retired from the water to devote his time to the art of taxidermy, in which he is an expert. His brother John Douglass, who was with him on the ferries, and afterward on the *Westport*, is still engaged on the river as an engineer.

CAPT. SAMUEL S. DOUGLASS

An important event at the mouth of the Columbia in 1865 was the arrival of the steam tug *Rabboni*, and, though she was far from a success financially, her work demonstrated that the time was coming when tugs

CAPT. CHARLES THORN

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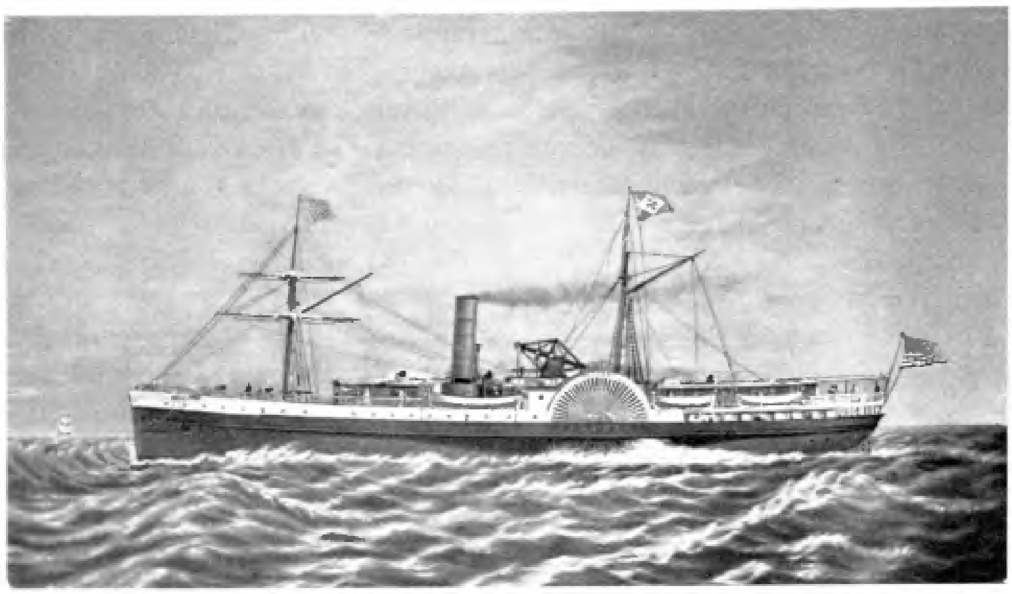
[8] Capt. Charles Thorn was born in Glen Cove, N. Y., in 1816, and had his first marine experience on Long Island Sound. At the age of eighteen he was master of the sloop *Ida* of New Rochelle and ran her for three years, when he became the owner of a vessel. While still a young man he bought a schooner, which he operated in the Cuba fruit trade. In 1849 he was offered the command of the *Wm. J. Pease* and went to Panama to join her. He remained there eight months under contract, and as the steamer did not appear he shipped for San Francisco as mate on the bark *Philena* and on arrival engaged in steamboating on the Sacramento River. He next made a trip south in a sailing vessel, came back from Panama as first officer on the steamship *General Warren*, and then purchased the steamer *Jenny Lind* and operated her with the *General Weber* in opposition to the California Steam Navigation Company until they bought him out. He afterward ran another steamer in competition with them, but finally compromised and entered their employ, where he remained eighteen years. With the steamer *Active* he handled the first mail contract on the Victoria route, until the advent of the British steamer *Labouchere*, and received a fine subsidy. After leaving the California Steam Navigation Company he was in Holladay's service and continued on the Northern routes with the Pacific Mail Company and Goodall, Nelson & Co., Holladay's successors, running at different times the *Pacific*, *Oriflamme*, *Montana*, *Idaho*, and other steamers. Captain Thorn retired from active life on the water several years ago.

[9] Henry Lampman was born in New York in 1829, served his apprenticeship as an engineer in New York City, and left in 1850 with fifty other young men bound for California on the *Mousame*. On arriving at Sacramento the bark was sold, and all hands went to the mines. Lampman returned in a few months and joined the old sidewheel steampship *Independence* as oiler, remaining with her until she was lost on her second trip, when he, with several others of the survivors who had reached Marguerite Island, was brought back to San Francisco by a whaler. His next venture was with the Garrison line, where he ran as third assistant on the steamship *Uncle Sam* on the Nicaragua route during the filibustering period. He was next second assistant and chief on the steamers *Cortez* and *Sierra Nevada* for about six years and then for four years on the steamship *Del Norte*. He also ran North on the *Oriflamme* for two seasons. He subsequently returned to the southern trade, where he served as chief of the *Orizaba* for fourteen years, going back to the northern routes again on the steamship *State of California*, on which he remained a few months, then accepting a position on the steamship *Queen of the Pacific*, in commission on the same waters, which he held for nearly eight years, and was subsequently transferred to the *Santa Rosa*, where he still plies his vocation.

would become a necessity at the mouth of the river. She was launched in San Francisco, April 9th, and arrived in Portland, July 29th, in command of her principal owner, Capt. Paul Corno, calling at Coos Bay on the way up and securing a three months' supply of coal and eighteen thousand feet of lumber. Her first tow, the schooner *Alfred Crosby*, which had sailed over the bar *en route* from Victoria and had dropped anchor well inside, was captured August 3d. A week later the tug brought in the bark *Almatia*, the first vessel taken into the river by a regular tugboat. The *Rabboni* was a good tug for her day, and a great effort was made to keep her on the Columbia. With this object in view Pilot Commissioners Taylor and Ketchum revoked the licenses of all pilots except those on the tug, and, in accordance with an Act of the Legislature, allowed them half pilotage for speaking the ocean steamers. The pilots who had been braving the dangers of the bar for so many years before her arrival, and now saw their livelihood in jeopardy, did not propose to give up without a struggle, and Captains Crosby, Metzger and Farnsworth immediatetely secured Washington licenses from Commissioners Easterbrook and Riddell at Oysterville and continued with the schooner *California*. Corno had with him as pilots Moses Rogers and Andrew Belmont, but they could not induce the vessels to employ them except at rare intervals, as the old pilots still traveled back and forth on the San Francisco steamships, and had an excellent opportunity for presenting their side of the case to the shipmasters before nearing the bar. The steamships did not need the services of a tugboat, or of a tugboat pilot, and the sailing vessels were commanded by men who were prejudiced against steam in any kind of a craft that floated, and the *Rabboni* had a strong combination to conquer. In February the Washington Territory Commissioners also came to her rescue, and revoked the licenses issued the year before, except when used in connection with the tug. The pilots fought this order so stubbornly, and there was so little prospect of a change in the feeling against her, that she steamed back to San Francisco early in 1866. The Astoria *Marine Journal*, under date of March 26, 1866, says: "The *Rabboni* departed from this port on Saturday for San Francisco after an effort of five or six months' duration to establish the tug on the Columbia bar as a permanent aid to the commercial interests of Oregon and California. Her owners have given it up and will take the vessel where there is more demand for her than there is here, and shortly all things commercial will run smoothly again." The *Rabboni* was one hundred feet long, twenty-three feet beam, and nine feet depth of hold, with a high-pressure engine twenty-eight by twenty-four inches, turning a propeller eight feet six inches diameter and sixteen feet pitch. Capt. Leonard White, who made himself famous in marine annals as commander of the first steamer which ran on the Columbia above The Dalles, again distinguished himself in 1865 by building and running a steamboat several hundred miles above the mouth of the river, and farther inland than any steamer had yet ventured. She was constructed on the upper Columbia at Little Dalles near the forty-ninth parallel, and in accordance therewith was christened *Forty-nine*. Captain White had been unable to agree with Captain Ainsworth as to the amount of salary which should be paid a good swift-water steamboatman, and inaugurated his new enterprise, hoping to enjoy a repetition of the fortune-making period of steam navigation on the Columbia above The Dalles. That his dreams were not realized can be well understood when it is known that the *Forty-nine* had no successor for nearly twenty years, and, while she made a little money at the start, could have done fully as well on a route nearer civilization. The *Forty-nine* was launched November 18, 1865, and left Colville Landing on her trial trip December 9th. There was no dry wood at this season of the year, so she gathered it up as she went along. She made eight miles the first day and went up the rapids on the tenth, spending the night a short distance below the


STEAMSHIP "ORIZABA"

HENRY LAMPMAN

CAPT. A. F. PINGSTON

forty-ninth parallel. On the eleventh she ran to Fort Shepherd, a Hudson's Bay post of twenty houses, on the Columbia, a mile above the international boundary line. She worked over Little Rock Island Rapids on the twelfth, and five miles above passed another riffle, using a line at both places, reaching the mouth of the Kootenai. On the morning of the thirteenth she again pulled up a riffle near the head of Little Arrow Lake, where she met ice and was compelled to put the miners and provisions constituting her load ashore in 50° 30′ north, and then returned to Colville. The following year she commenced to run on April 15th, and made several trips that season, going up a distance of one hundred and seventy-five miles. She continued in this service at irregular intervals for a long time, and was unfortunate enough to sink in 1869 about two hundred miles above Little Dalles. She was raised and continued running until well into the seventies, but was finally dismantled and the machinery sent down the river. Her power consisted of the engines of the old *Jennie Clark*. Captain White operated the steamer during the greater part of her existence, but Captain Pingston was in charge during the last days of her career.

CAPT. WILLIAM R. CLARK

Several important additions were made to the Victoria steam fleet, among the most notable being the steamer *Sir James Douglas*, which was launched at Victoria, January 7, 1865, for the Government service along the coast of Vancouver Island. For over a quarter of a century she plodded along the Northwest coast with very little company in the steamship line. In the absence of the steamers of the merchant fleet which came later, the *Douglas* was pressed into service for all kinds of work, carrying settlers into the new portions of the country and sometimes transporting their products to market. When a wreck occurred on the coast, the *Douglas* was nearly always dispatched to bring the survivors back to civilization, and in this and other ways she came to be regarded with a feeling akin to veneration. Captain Clark[10] ran her most of the time until 1873, with William A. Steele,[11] engineer, and Edward Quenell,[12] purser. She was laid up at this time, remaining out of service until 1875, when she again came out after extensive repairs, and was subsequently commanded by Captains Morrison, Pamphlet[13] and Devereaux. She was used in the Puget Sound postal service for a short time in 1878, while the mail contractor, Moore, was financially embarrassed, and remained there until the Starrs placed the *Isabel* on the route. In 1883 the *Douglas* was lengthened twenty feet, and on taking the water again ran in the Government

EDWARD QUENELL

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[10] Capt. William R. Clark, who was commander of the *Sir James Douglas*, was born in Portsmouth, England, in 1834, and ran away from home to follow the sea at the early age of ten years. He was in the service of the Government during the Crimean War and continued in the navy for some time after its close, coming to Victoria in 1860 as gunner on board the historic gunboat *Forward*. At that port he was discharged with high testimonials and expressions of regret from the British officials. He was in charge of the *Sir James Douglas* until 1867, when he retired to engage in mercantile pursuits, and was afterward appointed harbor master, port warden and surveyor for Lloyds, and to other positions of trust. He died in Victoria in the summer of 1894.

[11] William A. Steele was for thirty years one of the most prominent marine engineers in British Columbia. He was born near Dundee, Scotland, in 1837, and came to Victoria in 1862. Until 1883 he was employed in the capacity of chief engineer at different times on nearly all of the best known vessels, among them the *Beaver*, *Otter*, *Grappler*, *California*, *Western Slope*, *Sir James Douglas*, *Enterprise* and *Maude*. About this time he took charge of the Government dredge employed in Victoria harbor and on the Fraser, and remained there as superintendent until his death in September, 1893.

[12] Edward Quenell of Nanaimo, who was running on the *Sir James Douglas* as mate and purser with Captain Clark, was born in Sussex, England, in 1846, and was first on the water in the British flagship *Victory*. After spending four years in the navy he resigned and came to the Northwest, arriving at Nanaimo in 1864 on the schooner *Alpha*. In 1867 he joined the *Sir James Douglas*, where he remained for seven years, leaving to engage in business on shore, in which he has been very successful. He was for a long time harbor master and port warden, and for nine years held the position of pilot commissioner. In addition to his duties in connection with the marine service, he also acted as alderman for four years, and held various other offices in the city, beside taking a leading part in all new enterprises. In January, 1894, he was appointed Mayor of Nanaimo.

WILLIAM A. STEELE

[13] Capt. Thomas Pamphlet, the oldest master mariner in the Victoria district, was born in Essex, England, in 1835, and began his sea-going career in 1849 as an apprentice on the brig *Eaton*. After following this vocation in various parts of the world, he arrived at Victoria in 1856 and commenced running the schooner *Ino*, trading along the coast. He continued in this business for a number of years, and in 1866 was placed in command of the steamer *Isabel*, which he ran until 1868, and was then appointed pilot for the Victoria district. Since that time Captain Pamphlet has had command of several of the steamers running on British Columbia waters. He retired several years ago and is still living in Victoria.

employ in charge of Captain Devereaux until 1887, when Captain Gardiner took her. In 1888 she was handled by Captain Glaholme, and the following year Captain Gaudin[14] assumed control and remained with her until the arrival of the *Quadra*, which replaced her. The *Sir James Douglas* was a propeller, one hundred and sixteen feet long by nineteen feet beam, and has performed her full share of the work of developing the Northwest. The steamer *Onward* was launched at Trahey's shipyard, June 26, 1865, for Capt. William Irving. She was a sternwheeler, constructed throughout with Burrard's Inlet timber, and was the finest steamer yet built in the province. She was fitted with twenty-one staterooms and boasted all of the latest improvements. Her dimensions were: length, one hundred and twenty feet; beam, twenty-four feet; depth, four feet six inches; engines, fourteen by fifty-four inches. The initial trip was made in August, and for many years she was one of the best known boats on the waters of the province, and was the first command of Commodore John Irving of the Canadian Pacific Navigation Company, although he had previously assisted his father on other steamers. The *Onward* met with a spirited opposition from the *Lilloet* soon after going into service, and in November, 1865, the fare was down to fifty cents between Yale and New Westminster. The steamer *Hope*, which was built by Captain Millard, was sold by the sheriff to E. T. Dodge & Co. The time-honored *Beaver* was in the hands of the Government in 1865, under charter in their surveying operations. Nearly all of the steamers of the preceding year were running, and some of the newcomers on the Sound made frequent trips to British Columbia waters. In June the big sternwheeler *Alexandria* collided with the steamer *Fidelater* and sank the latter vessel off Clover Point, bringing on a big damage suit to add to the already numerous financial difficulties of the ill-starred *Alexandria*. A regular pilotage service was established at Victoria this year, and branch licenses were issued to Captains Gardiner, Pike and Titcomb. One of the first prizes falling into their hands was the Russian steamer *Alexander II.*, which came down from Sitka in command of Captain Lanashijlsky and was piloted into the harbor by Captain Titcomb. The steamship *Alexander II.* was originally American, built in New York in 1855. She rounded the Horn the following year, bearing the name *Astoria*, but on being turned over to the authorities at Sitka was renamed in honor of the ruler of all the Russias. She was a stanch, fast steamer, and while in the Russian service carried a crew of twenty men and mounted six guns. Her visits to the United States were few, but she always made at least one trip a year to San Francisco with a cargo of salmon. At Seabeck, on Puget Sound, the steamer *Colfax*, a towboat, was launched and was about the only addition to the steam fleet on the inland sea in 1865. She was a sidewheeler, with machinery from the old steamer *Caledonia*, owned by the Washington Mill Company, and was registered at Port Angeles, December 15th, with Marshall Blinn, master, although Capt. John T. Connick took command of her soon afterward and ran her for several years. The dimensions of the *Colfax* were: length, one hundred and twenty-one feet; beam, eighteen feet seven inches; depth of hold, six feet eight inches.

Capt. Thomas Pamphlet

Steamer "Sir James Douglas"

Considerable uneasiness was felt in marine circles throughout the spring and summer of 1865 owing to the expected appearance of the Confederate privateer *Shenandoah*, which was cruising in the North Pacific, spreading devastation in her wake. The steamships plying between San Francisco and Northern ports would have made valuable prizes, and had there been a prospect of a longer continuation of the war, Waddell, the piratical

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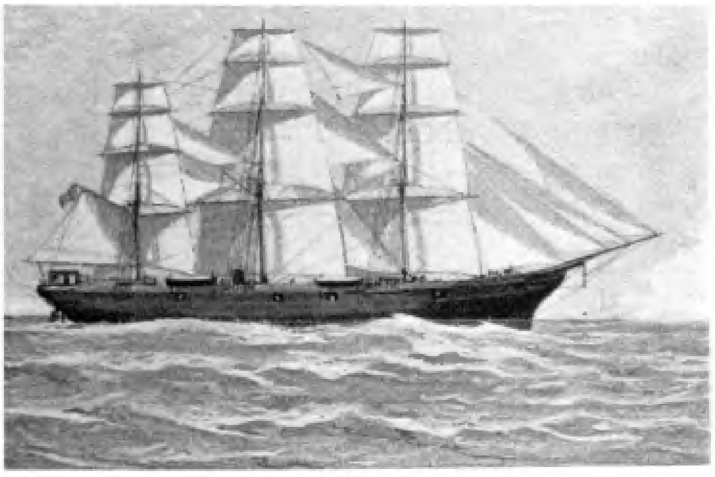
[14] Capt. James Gaudin was born on the Isle of Jersey in 1839 and served his apprenticeship on English merchantmen. He worked on vessels in the East India and Australian trade most of the time until 1865, when he began running between London and Victoria, and continued on that route until 1881, when he settled in British Columbia. In 1883 he engaged in piloting, continuing in that business until 1888, when he took command of the *Sir James Douglas* in the lighthouse service. In 1892, when the *Douglas* was succeeded by the *Quadra*, he assumed charge and ran her until September 9th, at which time he was appointed agent of marine at the Victoria Custom-house.

CAPT. JOHN T. CONNICK

commander of this famous craft, would no doubt have proved the fears of the marine men well founded. As it was, he satisfied himself with destroying over a million dollars' worth of whalers and merchant vessels. The *Shenandoah* was a clipper-ship-rigged propeller of 1,160 tons register, and sailed from London in October, 1864, flying the British flag under the name *Sea King*, a few months later unfurling the rebel colors and sailing as a full-fledged privateer, with the following officers: Waddell, commander; W. C. Whittle, John Grimball, S. S. Lee, F. T. Chew, D. M. Scales, first lieutenants; J. S. Bullock, second lieutenant; Mat O'Brien, master; C. E. Lining, chief engineer; John Hutchinson, first assistant; C. E. Hunt, second assistant; J. T. Miner, Lodge Calton and George Harwood, mates; and a crew of seventy-five men, all but seventeen of whom were taken from the first vessels seized. The engines were 240 horse-power, and the armament consisted of eight rifled Whitworth guns. Soon after the true character of the *Shenandoah* became known, she appeared in Australian waters and secured coal enough for a long voyage, and from there word was sent to San Francisco warning vessels in the North Pacific to be on the lookout, as it was suspected that this quarter, at that time the harvest field of a large whaling fleet, would claim her attention. It was also feared that the Panama steamers, then carrying large amounts of treasure, might be looted and destroyed by the bold marauder. The first intimation of the *Shenandoah's* advent in Northern seas was in the early part of the summer, when the whaler *Milo* reached San Francisco with one hundred and ninety men from vessels burned by the commander of the *Shenandoah*, who seemed to have no particular desire to profit by his prizes, but was apparently imbued with a fiendish purpose to destroy everything that fell into his hands. In a few weeks he captured and burned the following vessels: the New Bedford whalers *Abigal*, *William Thompson*, *Euphrates*, *Gypsy*, *Nimrod*, *Congress 2d*, *Martha 2d*, *Hillman*, *Waverly*, *Favorite*,* *Nassau*, *Hector*, *Isabella* and *Martha 1st*; New London whalers *General Williams*, *Catherine*, *Pearl* and *Jeremiah Swift*; the ship *Harvest* of Honolulu, the *Susan Abigal*, *Sophia Thornton*, *Isaac Howland*, *Edward Carey*, *William C. Nye* and *Covington* of San Francisco. The *James Murray*, *General Pike* and *Milo* of San Francisco and the *Nile* of Honolulu were bonded and released for the purpose of taking the hundreds of men comprising the crews of the burned vessels to some port from which they could reach their homes. The unfortunate sailors were crowded aboard the small vessels like sheep and sent adrift scantily provisioned. Waddell coolly informed one band of hapless mortals that if they ran out of other provisions they could eat one another. The *Susan Abigal*, one of the last captured, was not taken until after the war had closed, and her master carried papers attesting the declaration of peace, but the bold buccaneer coolly informed him that he did not propose to be fooled by any such Yankee tricks, and would have to receive his information from a British vessel before he would believe it, and, suiting his action to his words, proceeded at once to make a bonfire, with the well known old Columbia River and Puget Sound trader as a centerpiece. Soon after the destruction of the *Susan Abigal*, Waddell fell in with the British bark *Barracouta* and was convinced that the war had ended. His weakness for marine conflagrations was pretty well satisfied, and the unexpected termination of the struggle between the North and the South left him in a position where, if caught, he was in a fair way to grace the end of a yardarm on his own vessel; so as quickly as possible he sailed for European waters and ran into the harbor of Lisbon, where he paid off his crew and disappeared. The *Shenandoah* was handed over to the American consul in November, who placed a man named Freeman in charge, and she was taken to New York. Thirty-six chronometers were found on the vessel when she was surrendered, beside a large amount of cabin furniture and other fittings which the pirate had been able to carry away easily from his prizes. There was intense excitement all along the coast when the report of the *Shenandoah's* outrages was made public, although it was several weeks before a war vessel could be secured to send in pursuit of the freebooter. The United States steamships *Suwannee* and *Saranac* were eventually dispatched, but before they reached the latitude of Waddell's exploits he was well on his way to the other side of the world.



CONFEDERATE PRIVATEER "SHENANDOAH"

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*As the *Shenandoah* came alongside the *Favorite*, Captain Young, who was in command, hauled out his bomb gun, and armed his men with muskets. When ordered to haul down the flag, the independent skipper said, "Haul it down yourself, damn you, if you think it will be good for your constitution." Waddell was somewhat taken aback by the old man's bravery, but retorted, "If you don't haul it down we'll blow you clear out of the water." "Blow away my buck," shouted Captain Young, "blow and be damned, but may I be eternally blasted if I haul down that flag for any cussed Confederate pirate that ever floated." Waddell admired his pluck, and the *Shenandoah* did not fire a shot, but the whaler was quietly added to her other prizes in spite of the spunky Captain's remonstrances.

The Puget Sound lumber mills increased their output wonderfully in 1864 and 1865, and the daily capacity of the principal establishments was as follows: Pope & Talbot, Port Gamble, 100,000 feet; G. A. Meiggs, Port Madison, 80,000; A. Phinney, Port Ludlow, 60,000; Adams, Blinn & Co., Seabeck, 50,000; Plummer & Co., Freeport, 50,000; Mastick & Co., Port Discovery, 40,000; Renton, Smith & Co., Port Blakely, 30,000; Port Orchard Mill, 20,000; Utsalady and Port Orford, 15,000 each. There were also five smaller mills which cut principally for the local trade. Much of this lumber was sent to distant ports in good-sized vessels, but the coasting trade furnished business to a large fleet. The bark *George Washington*, Captain Lennen,[15] and the ship *Huntsville*, Captain Hinds,[16] carried many passengers between San Francisco and the Sound, making a specialty of this work in connection with their lumber traffic. The Nanaimo coal trade grew steadily, and in 1865 the ship *Aquila*, Captain Sayward, sailed for San Francisco with one thousand eight hundred tons, the largest cargo yet shipped from the Northwest. Other vessels so engaged were the barks *Knight Bruce*, *Maria Scannel*, *Australind*, *Perle*, *Carlotta*, *Joachim*, *Clara Bell*, *Florida*, ships *John Jay*, *Revere*, *Isaac Jeans*, *A. M. Lawrence*, *Dublin*, *Portlaw* and *Lottie Maria*, and the brig *Advance*, some of them making but one, and others only two or three trips. The ship *Georges* arrived at Victoria from Hongkong with six hundred Chinamen, and the *Mary Glover* brought a few from the same port. The ships *Philomela*, *Countess of Fife*, *Portlaw*, *General Wyndham* and *Glenamara*, and the bark *Ann Adamson*, discharged cargo at Victoria from London. Other vessels of the foreign fleet which entered, and afterward went to the Sound to load lumber, were the barks *Perle*, *Domingo*, *Aden*, *Delaware*, *Kentucky*, *Fray Benitos*, *Emily Banning*, *Cecilia Smith* and *Mass*, and the brigs *Woodland*, *Josephine* and *Brewster*. The Russian brig *Shelekoff*, Captain Archimendritoff came from Sitka with a cargo of furs for reshipment, and the Chilean schooner *Dare* from Tahiti with fruit. The schooner *Milton Badger* arrived from New York with wire and supplies for the Russian-American telegraph line, and the schooner *Ta Lee* came from Liverpool. The steel schooner *Domatilla*, a recent arrival, was placed in the trade between Victoria and China. The schooner *Alfred Crosby* was making regular trips between the Columbia River, Victoria and Sound ports, on one of which she ran from the Columbia River bar to Cape Flattery in twelve hours. In June, 1865, the schooner *Gazelle*, Captain Gollacer, visited the fishing grounds off Queen Charlotte's Island and secured six tons of codfish and twenty barrels of oolachan, the largest cargo which had yet been secured from this new field. The old-time coasters *Almatia*, *Jane A. Falkenberg*, *Sam Merritt*, *Live Yankee*, *Sunny South*, and many others, were still sailing up and down the coast, the *Falkenberg* taking a few cargoes to San Francisco from the mill on Young's River near Astoria. The *Sunny South* sailed from Astoria to San Francisco in three days on one of her spring voyages. Southern Oregon provided a handsome addition to the coast fleet, the schooner *Pacific*, built this year on the Umpqua for Capt. J. W. Gage[17] and Wright, Ackerson & Hanson of San

CAPT. J. E. LENNEN

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[15] Capt. J. E. Lennen was born at Parker's Head, Me., in 1840, removed to Bath in 1848 and attended school there until 1854, when he began his marine career before the mast. He continued sailing in deep-water ships, making voyages to all parts of the globe until 1863, when he arrived in San Francisco and shipped as mate of the brig *Deacon*, which Dr. Samuel Merritt had built for the Puget Sound lumber trade. Capt. Tim Batchelder was master, but in 1864 went East to bring the bark *Oakland* to the Pacific Coast, and Lennen was given command of the *Deacon*, made two voyages in her and then went to the bark *George Washington*, which he sailed in 1865 between San Francisco and Freeport, now West Seattle, carrying many prominent Seattle people to the State as passengers in that year. In 1866 he took charge of the brig *Orient* of San Francisco and visited New Zealand and Australia, returning to Puget Sound to run the tug *Merrimac*, owned by Simpson of San Francisco. When the tug was chartered by Woods of the Port Discovery Mill Company, Lennen left her and joined the firm of Parrott & Co., San Francisco, sailing for them to Costa Rica in the coffee trade. In 1874 he was on the *William Sutton* for Alaska, and subsequently sailed several vessels for the Alaska Commercial Company in the fur trade until 1879. While in this employ he won the great ocean race from San Francisco to Unalaska, on the result of which over $15,000 changed hands, as the schooner *General Miller* was a two to one favorite, although Lennen's schooner *Eudora* won easily, beating the *Miller* six days on the trip up and four coming down. In 1880 Captain Lennen took charge of the steamer *Ino* for H. Lebe and ran her on a trading voyage to Alaska. He continued in the coasting, Sound and Alaska traffic from that date. In 1887 he went as pilot on the United States steamer *Thetis*, which took Governor Swineford to the western part of Alaska. In 1891 he opened the mail route between Sitka and Unalaska with the steamer *Elsie*, and in 1892 was pilot on the United States fleet in Bering Sea, on the *Albatross*, *Yorktown*, *Rush* and *Corwin*, being with the latter when she seized the *Coquitlam* in Prince William Sound. He has since been on the *Adams* and other vessels in far northern waters, and early in 1895 began running as pilot on the Alaska steamer *Willapa*.

[16] Capt. John F. Hinds was born in Livermore, Me., in 1825. He was before the mast at the age of fourteen, but worked his way up and for twelve years was master of whaling vessels in the Arctic and Pacific oceans. In 1864 he was in command of the ship *Huntsville* in the lumber trade between San Francisco and Port Blakely, and continued in that traffic from Puget Sound ports to San Francisco on the bark *Scotland* and ship *Caroline Reed* for nearly a decade. He then took the bark *Delaware*, running in the lumber and sugar business to the Sandwich Islands for four years, after which he was in charge of the ship *Warhawk* for three years, leaving her to take the bark *Revere*, carrying lumber to Honolulu for eight years. He was afterward captain of the steamer *Evangel* for about six months, after which he retired from the water and is at present living at Port Townsend.

[17] Capt. John W. Gage was born in Maine in 1834, and first sailed on the Atlantic Coast in 1849 on the topsail schooner *Pensacola*. At the age of eighteen he was filling a mate's berth, and in that capacity continued on Eastern waters until 1855, when he came to San Francisco as third mate on the clipper *Matchless*, leaving her there and subsequently joining the steamship *Oregon* as quartermaster. He left to go as mate on the brig *Susan Abigal* and served on her and on the brig *Quaddy Belle*, the schooners

Francisco. The *Pacific* was one hundred and six feet long, with thirty feet beam, and registered one hundred and forty-eight tons. Another fine schooner, the *Isabel*, was also constructed at Coos Bay by Captain Howlett, and at Tillamook the schooners *Leah* and *J. C. Champion* were completed for the Portland trade, the latter running to the Columbia in command of William Bochau, who subsequently piloted on the bar. A number of small schooners engaged in trading north from Victoria, affording the few settlers on Vancouver and Queen Charlotte's Island means of communication with the outside world, rescuing as well many a shipwrecked crew which had been cast away on those inhospitable shores. The best known of these vessels were the *Surprise*, Captain McKinnon;[18] the *Alert*, Captain Spring;[19] and the *Leonade*, Captain Hicks.[20]

CAPT. JOHN W. GAGE

The Columbia River bar was the scene of a terrible wreck early in 1865, when the bark *Industry* was pounded to pieces by the breakers, causing the loss of nearly a score of lives. This vessel, a well known coaster, sailed from San Francisco, February 23d, and on the twenty-fifth encountered a heavy gale, which stove in the water casks and washed away a portion of the stores. She reached the mouth of the Columbia River after a two weeks' struggle with bad weather, and while standing off and on waiting for a pilot spoke the *Falkenberg* and secured a few necessities. Alfter remaining outside for several days, during which no assistance appeared, the water gave out and the captain determined to run in, and on March 15th stood up for the south channel. While the vessel was on the bar the pilot-boat ran down and raised a flag, which led the captain of the *Industry* to head for the north entrance, expecting that they would send a man aboard. As none came he concluded that they expected him to follow the schooner in, and in attempting to do so the bark missed stays, and, as the wind had failed, was obliged to anchor to keep from going on the sands. A breeze sprang up within a few minutes, and the bark again got under way, but in heading for the course again mis-stayed; and, although both anchors were let go, she drifted into shallow water, striking heavily stern first and unshipping her rudder. One of the cables had been slipped, and an effort was made to work her over into the middle channel; but, when she reached a point fifty or one hundred yards from there, she struck heavily and began making water rapidly. A piece of the false keel floated up alongside, proving that she had received fatal injuries, and all hopes of saving her were abandoned. The large boat

CAPT. ROBERT HICKS

J. R. Whiting, *J. M. Ryerson*, and other well known coasters, until 1858, when he took command of the brig *Francisco*, then of the *Susan Abigal*, bark *Fanny Major*, brig *J. S. Cabot*, which he lost in Mendocino harbor, bark *Acadia*, which was wrecked on his second trip, and the brig *Quaddy Belle*, running to Tahiti. He was subsequently on the schooner *Golden State*, which he managed for two and one-half years, and while awaiting the completion of the schooner *Pacific* sailed the schooners *Sea Nymph* and *Ella Florence*. He operated the *Pacific* in the Umpqua River trade for three years, making occasional trips to other ports, finally sold his holdings to Peter Crack and entered A. M. Simpson's employ, first on the bark *Occident*, and then purchasing a share in the barkentine *Webfoot*, which he commanded for several years. He next bought an interest in the barkentine *Portland*, which he sailed for nearly nine years, leaving her to become captain of the steamers *Edith* and *Beda*, making a trip to the Arctic Ocean with the latter, and on his return commanding successively the steamships *Al-Ki*, *Umatilla* and *Willamette*. He then took the tug *Wizard* from San Francisco to the Columbia and remained on the bar with her for eight months, leaving the tug to take the steamship *Wilmington*, which he handled for a year, and then took charge of the steamship *Los Angeles*, going from her to the steamship *Jeannie*, plying to Alaska, and to the *Santa Rosa*, running on the Portland route. He ran the steamship *Eastern Oregon* north for a short time, was then on the steamer *Humboldt*, and after leaving the latter vessel was appointed port warden at San Francisco, a position which he has since held.

[18] Capt. Alex. McKinnon, who was sailing the schooner *Surprise* out of Victoria in 1865, was born in Greenock, Scotland, in 1836, and came to this Coast in 1858, first running as quartermaster on the old steamship *Columbia* and afterward as mate on sailing vessels until 1863, when he returned to Victoria from England. In 1864 he took charge of the missionary schooner *Carolina* and the following year of the *Surprise*, having with him as mate James Christiansen, the well known pilot. He was next on the schooner *Meg Merrilles* and other well known local traders. He commanded the steamer *Emma* when she was engaged in laying the cable from Victoria to the mainland, and in 1869 was piloting on Burrard's Inlet and to Nanaimo. Since 1879 he has had charge of the Berens Island light.

[19] Capt. William Spring of the *Alert* was the pioneer sealer of British Columbia, and his portrait, accompanied by a sketch of his life, will be found in the closing portions of this work relating to the sealing business.

[20] Capt. Robert Hicks of Victoria was born in Norfolk, England, in 1828, entered the British Navy in 1845, came to America in 1848 and soon after shipped on a whaler, was cast away in the North, and did not return to the United States until 1853. The following year he started for the Pacific in the man-of-war *Decatur*, which was detained eighty-four days in the Straits of Magellan, being finally towed through by the United States steamship *Massachusetts*. After the *Decatur* had been stationed at Seattle for a while, Hicks joined Captain Denny's volunteers and fought Indians. He next bought the schooner *Rover* and ran her until the Fraser mining excitement, when he sold the vessel and went to the mines. Returning, he entered the employ of the Hudson's Bay Company, but left them soon after and bought the sloop *Leonade*, which he operated until 1867. He then began running on various steamers as Alaska pilot, having had the distinction, while so engaged, of bringing to this country the old Russian gunboat *Politkofsky*. He ran on the *Little California*, *Gussie Telfair*, *Fidelater*, *George S. Wright*, and a number of other well known old-timers, and also piloted many British and American war vessels to and from Alaska. He was for a while master of the Fraser River lightship, and at present is living in retirement at Victoria.

was lowered but was immediately swamped, drowning the mate, Mr. Coppin. As it was impossible to do anything more in this direction, all hands took to the rigging at 9:00 P. M. During the night the upper works were carried away and the remaining boats destroyed. At 8:30 the next morning the sea went down, and two rafts were hastily constructed, one of spars and one of pumps. Five persons were on the first, and it drifted over to the south entrance, where they were rescued by a lifeboat manned with soldiers from the fort. From the second, four men were washed overboard, the twelve-year-old daughter of Mr. and Mrs. Marks, who went down with the vessel, and a man died from exposure, leaving but two of her eight passengers who reached shore in safety. The following persons disappeared with the wreck: Lewis, captain; Green, second mate; William Cavener, steward; Robert Powers and Alexander Green, sailors; Mr. and Mrs. Marks of Walla Walla, Messrs. Meade and Myers, and a Chinaman, passengers. The fortunate survivors were: John West and James Peterson, sailors; Silas Wightman, Charles B. Herald, a son of J. M. Shively of Astoria, an unknown sailor, and a Chinaman.

The schooner *Royal Charlie*, a well known Victoria trading vessel, was seized by the Kake Indians about two hundred miles north of the Stickeen River, while cruising along the coast, in September, 1865. She was in command of Capt. Thomas Goin, who had with him James Habut and John Cashman as crew, Thomas Crawley, trader, and two Stickeen Indian boys. One night, while at anchor in a small bay, the boys overheard the savages planning an attack and at once advised the captain to leave, as the Kakes intended to take the schooner the next day. Captain Goin refused to heed the warning, and the following morning at daybreak three canoes came alongside, and several natives sprang aboard and cut the halyards. Goin immediately fired on the chief, wounding him in the wrist, but the Indian rushed upon him furiously and stabbed him to death. Cashman promptly avenged the deed with a bullet, and the chief dropped dead upon the deck. His confederates retreated, but continued firing until they had killed Cashman and Crawley and wounded Habut. The latter and the Indian boys were permitted to go ashore in a small boat, but Habut's injuries were so serious that he died from loss of blood soon after reaching the beach. News of the tragedy was not received at Victoria until nearly two months after it occurred, and, as the Indians guilty of the outrage were in Russian territory, they were never punished. The schooner *Nanaimo Packet* also fell a victim to the bloodthirsty redskins in 1865. She was seized and plundered in the summer by a party of Indians at Bella Bella, and the captain was subjected to many indignities, the Indians giving as a reason for this treatment that a Victoria policeman had robbed their chief of fifty-five dollars, and that was the only way in which they could revenge themselves. The schooner *Victoria Packet*, plying between Nanaimo and Victoria, met with a worse fate even than the *Royal Charlie*. She sailed from the latter port in the summer of 1865 on her regular trip between the two cities, and there were no tidings from her for five years. It was the commonly accepted belief that she had gone to the bottom of the ocean during a storm, but in 1870 a Cowichan Indian confessed that the entire crew had been murdered by his people at Cowichan Gap and the schooner scuttled as soon as the plunder was removed.

The American ship *William Tell*, Captain Jones, was wrecked on the coast of Vancouver Island, December 23, 1865. She sailed from Simonstown, August 15, 1864, and sighted land to the west of Nootka Sound, December 13th, and entered the Straits three days later, being within six miles of Dungeness lighthouse on the nineteenth. The next day the wind began to blow, and the ship drifted to the west of Race Rocks. She tried to anchor in Freshwater Bay, but could not reach it, and beat about the Straits until the twenty-second, and on the twenty-third struck a reef three miles northwest of San Juan. At low tide a line was carried ashore, one hundred fathoms away, and all of the crew of twenty-two were landed. Before deserting the vessel the mainmast was cut away to enable them to reach the reef. Bolles, the mate, was the last man to leave the wreck, at 12:00 o'clock, and at 1:00 the ship broke into a thousand pieces. The survivors were taken to Victoria by the schooner *Surprise*, Captain Francis. The *William Tell* was of about 1,500 tons burden, and was built in 1862 and owned by N. Y. French of Walpole, Mass. Other disasters of minor importance during the year were the schooner *Doyle*, plying between Yaquina and San Francisco, wrecked at Yaquina, March 11th, and the sloop *Fanny*, dismasted off Shoalwater Bay while on her way from San Francisco to Victoria, and afterward sunk by the steamship *Pacific*, which was attempting to rescue the crew. This she finally succeeded in accomplishing, landing them at Victoria. The bark *Ann Perry*, from Puget Sound with a cargo of lumber and 250 sacks of potatoes, was lost in January a few miles south of the Cliff House, San Francisco. Among the deaths of the year was that of Capt. Charles Edwards, who had been piloting on the bar since 1854. He passed away on board the steamship *Pacific*, November 25th, while *en route* from San Francisco. On the 19th of December, J. H. Poole, one of the best known of the California Steam Navigation Company's pursers, died in San Francisco.

Competition on river, Sound and ocean was one of the marked features of the marine business of 1866 for a good portion of the year. The traveler northward bound from San Francisco could choose his steamer, name the price he wished to pay for passage, and, on reaching Portland, find opposition steamers in waiting to carry him to the Cowlitz River, where opposition stages whirled him overland to Olympia, and an opposition steamer waited there to take him through to Victoria, where, fortunately for those engaged in marine traffic, but little cutting in rates was indulged in, and, if the passenger wished to go farther north or to the interior, he paid a living price. The Oregon Steam Navigation Company was unmolested on the routes to the upper Columbia, and maintained a good service with the steamers *Wilson G. Hunt*, *New World* and *Cascades*, making a round trip each day to the

Cascades; the steamers *Oneonta* or *Idaho*, with a similar schedule on the middle river; with Capt. Fred Wilson running the steamer *Iris* as a stock and freight boat above the Cascades, and Capt. William Smith using the *Julia* for the same purpose between that point and Portland. Above The Dalles the steamers *Yakima*, *Webfoot*, *Tenino*, *Owyhee*, *Nez Perce Chief* and *Okanogan*, run by Captains E. F. Coe, J. H. D. Gray, C. C. Felton and Thomas Stump, formed the connecting link in the line through to the interior and remained in undisturbed possession of the route; and far inland at old Fort Boise the company launched another large sternwheeler, the *Shoshone*, to run on the Snake River between Old's Ferry and Boise. The *Shoshone*, launched at old Fort Boise in 1866 and placed in command of Capt. Josiah Myrick, traversed more continuous miles of the Columbia and its tributaries than any steamer which has been in existence during the thirty years which have elapsed since her completion. Probably no steamer was ever constructed in the Northwest under greater difficulties than those which confronted the builders of the *Shoshone*. Hundreds of miles from a foundry or machine shop, and nearly as far from a sawmill, they labored under disadvantages of which the projectors of the first steamboat on the Columbia knew nothing. Nearly all of the lumber used was whipsawed or hewed in the vicinity, and the iron was transported for a long distance on pack animals and worked into shape after its arrival on the ground. The expense ran up to an amount which would have built several fine steamers farther down the river, but the company had great expectations of big travel to the mines by that route, and had their hopes been realized the *Shoshone* might have proven a bonanza; for it is doubtful if any one would have had sufficient courage to launch a second steamer there; so the rates charged could have been based on what the traffic would stand. Unfortunately for the *Shoshone* a shorter way to the gold-fields was discovered before the steamer was ready for business, and she remained almost a dead loss on the company's hands until 1870, when Capt. Cy Smith was sent up with instructions to bring her down to Lewiston or wreck her in the attempt. Smith made a good start from Huntington, but when he reached Lime Point abandoned the project, and a little later Capt. "Bas" Miller and D. E. Buchanan, the well known engineer, succeeded in making the run and landed her in safety at Lewiston (see *Shoshone* trip, 1870). On June 29th Miller brought the steamer over Tumwater Falls, and she was soon hauled out at The Dalles, and, after receiving extensive repairs, ran on the middle river as a cattle steamer until June, 1873, when Captain Ainsworth piloted her over the Cascades. On arrival at Portland she was sold to the Willamette River Transportation Company and put in the Willamette trade, running there until the fall of 1874, when she struck a rock opposite Salem and sank. All efforts to raise her proved futile, and in November the machinery was removed and the hull left to its fate. It floated off in January and came down the river as far as Lincoln, where a thrifty granger secured it; and the remains of the famous old craft, which had been the central figure in so many stirring exploits, was transformed into a chicken-house. The *Shoshone* was one hundred and thirty-six feet long, twenty-seven feet beam, and four feet six inches hold, with engines sixteen by forty-eight inches.

CAPT. CHARLES EDWARDS
Columbia Bar Pilot

The Oregon Steam Navigation Company, having secured control of about everything worth having on the navigable waters of Oregon, Washington and Idaho, made a move farther inland in 1866, and organized the Oregon & Montana Transportation Company, with the following officers: J. C. Ainsworth, president; S. G. Reed, vice-president; Theodore Wygant, secretary; and H. A. Hogue, agent. These officials associated with R. R. Thompson and Z. F. Moody, composing the directorate. The new company built the *Mary Moody*, the first steamer to ply on the waters of Lake Pen d'Oreille, launched her on April 30th, and operated her on a route from the lower end of the lake to the east side of Cabinet Mountains, a distance of about seventy miles. The steamer went to the foot of Cabinet Rapids and connected with the steamer *Cabinet*, constructed the same year by Abrams & Co., to run to Thompson Falls and there meet the *Missoula*, running to the mouth of the Jocko. The latter steamer was owned by Humason & Savage but afterward passed into the hands of the Oregon & Montana Transportation Company. The lumber used in the *Mary Moody* was whipsawed from timber cut on the ground near where she was launched, and the steamer was provided with the old engines from the *Express*. In describing the steamer and what was expected of her, a writer in *Harper's Monthly* has the following:

> "Four months after the first tree was felled for her she was afloat; fifteen days after that her steam whistle startled the echo of the mountains, the lonesomeness and mysteriousness of which she has forever banished. The elk and bear and red man stood with straightened hair and ears at the shrill challenge of the invader. The first trip she had on board twenty-five pack animals, ten thousand pounds of freight, and fifty passengers. Designed to be the first of three boats that are to navigate Clarke's Fork of the Columbia to the mouth of the Jocko, a few miles west of the main range of the Rockies, she stopped short at the landing at the foot of Cabinet Mountains, some fifty miles from her starting point at Pen d'Oreille City, the rapids above the landing being too violent to permit her pushing farther up. Above these rapids the second boat will ascend to Thompson's Falls, and above Thompson's Falls the third boat will complete the chain of navigation to the Jocko. This plan in operation, the northwestern portion of Montana, surpassingly rich in agricultural facilities, and faraway the most beautiful portion of the territory, the scenery of it blending all the sterner and loftier with all the gentler features of Switzerland and the Tyrol, will be pierced and opened from the Pacific and a future of prosperous activity secured for it, which no one can presume at this moment to shadow forth, much less to estimate."

The *Cabinet* was one hundred and thirteen feet long, twenty-two feet beam, and four feet hold, with engines thirteen by forty-eight inches. The *Missoula* was about twenty feet shorter and had engines ten by forty-eight inches. Capt. Robert Copely ran the *Moody* at the beginning of her career, but there was never much business for the steamers in that vicinity, especially for those on the upper portion of the route; and in June, 1870, Capt. Sebastian Miller and Capt. Shep Warren, with Engineer J. Gallegher, ran them through Hero Rapids to the head of Cabinet Canyon, one of the most difficult feats of swift-water navigation which has ever been attempted, the steamers burying at every plunge. After waiting a short time for the water to fall, the same crew took the boats down into the lake, going through Cabinet Rapids without difficulty. They were laid up on the lake the most of the time until 1876, when the machinery was removed and shipped to Texas Ferry, and thence down the Columbia. The building of the *Shoshone* on the upper Snake River was a worse speculation than the *Montana* steamboat venture, and she remained in idleness for nearly four years before the company succeeded in bringing her down where she could earn something. In June, Capt. Thomas Stump piloted the steamer *Okanogan* over Tumwater Falls, making the run through from Celilo to the mess-house in twenty-seven minutes. The *Okanogan* was not so well adapted to the upper river as some of the steamers left there, and was more needed below, as the *Iris* and *Julia*, which were running as freight and stock boats, were kept busy continually, the manifests of the latter steamer showing that in two weeks she had made thirteen round trips to the Cascades, carrying 910 horses, 253 head of cattle, 1,600 sheep and 100 hogs. While the Oregon Steam Navigation Company was enjoying a state of tranquillity on their other routes, the Cowlitz trade was again divided in the summer by the advent of the little steamer *Ranger*, built in Portland by Capt. James N. Fisher,[21] who placed her on that route in July. Fisher was chief owner, although M. M. Gilman was interested in the vessel subsequently. The *Rescue* was running to the Cowlitz as a mail boat, and the newcomer drew considerable business away from her before matters were adjusted. In 1867 she was on the same run, going by way of Willamette Slough, and the following year was engaged in the jobbing business until September, when she caught fire while *en route* from Rainier to Portland and became a total loss. She was one hundred and thirteen feet long, twenty feet beam, and four feet hold.

Capt. H. A. Emken

The trouble which had been brewing for some time on the Willamette came to a head early in the year, when the newly organized Willamette Steam Navigation Company started their steamers *Alert* and *Active* on the route from Portland to Corvallis. The People's Transportation Company was running the steamers *Senator*, Captain Baughman, *Reliance*, Captain Pease, *Enterprise*, Captain Miller, and *Fanny Patton*, Captain Jerome; and, as soon as the new company threw down the gauntlet, fares dropped until a passenger could travel from Portland to Salem for fifty cents, with meals and berth free, and to Albany and Corvallis for one dollar and one dollar and a half respectively, while freight was fifty cents per ton from Portland to Oregon City, and no charge whatever was made for passengers to that point. Contests of speed were of daily occurrence, and on one trip in January the *Reliance* and the *Active* raced the entire distance from Canemah to Salem. This ruinous competition was of short duration, and in March the two companies consolidated. John D. Biles was appointed agent of the new organization, whose officers for the year were: A. A. McCully, president; S. T. Church, secretary; Joseph Kellogg, L. E. Pratt, George A. Pease and E. N. Cook, directors. Captain Ankeny was running the steamer *Echo* on the upper Willamette, and for a short time the newly built steamer *U. S. Grant* connected with her below the falls. In 1866 Sucker Lake, near Oswego, was honored with the presence of a steamboat, a small sternwheeler about seventy feet long, containing the engines from the little steam scow *Skedaddle*, built by Capt. George Pease several years before. The new arrival bore the romantic name *Minnehaha*, was built at Oswego by John C. Trullinger,[22] now living in Astoria, and was intended to navigate the waters of Sucker Lake and the Tualitin River. She made her first trip October 24th, in command of Capt. Robert Copely. The *Minnehaha* was never of much importance, and her sole claim to distinction is that she was the only steamboat ever launched on the lake. The steamer *Yamhill*, previously mentioned, was also running on the Tualitin between Colfax and Hillsboro. The steamer *Loyal Ellsworth* of the Farmers' Packet Line, which had started on the Cowlitz the year before, came to grief in February and was attached and sold by the sheriff. When she was placed in operation again Capt. H. A. Emken,[23] the well known pilot, was given command. The Chehalis River, which had been without a steamboat since the ill-starred expedition of the *Enterprise* in 1859, came to the front in the fall with a home-made production named the *Satsall*, which was built and operated by a number of dwellers in the vicinity. She was a small steamer, but had plenty of owners. Among them were S. S. Ford, C. Ethridge, A. J. Miller, J. Boise, O. B. McFadden, S. S. Ford, Jr., J. Brady, S. Benn, R. Redmond and G. W. Biles. At the mouth of the Columbia the pilots were still fighting the tugboat "monopoly," as they called it, and in April they forced the steam tug *Rabboni* to give up the struggle and return to San Francisco, with her owners much poorer than when they arrived on the bar six months before. Licenses were again issued to the men who had been discriminated against in favor of the tugboat pilots. In October, Capt. John H. Couch, James Taylor and W. F. Kippen were appointed pilot commissioners, and with the new board everything ran smoothly. Shortly after the *Rabboni's* departure Captain Kerns offered the services of his steamer *U. S. Grant* to tow vessels over the bar in good weather, but the deep-water men were apparently afraid of her. She did good service on the river, however, as also did the new towboat *Commodore Perry*, built in 1866 for service on the Columbia. The *Perry*, while an insignificant craft in some respects, is entitled to more than passing notice from the fact that she was the first steamer constructed on the Willamette or Columbia exclusively for towing purposes. She was launched at Milwaukie, April 14th, for John H. Perry & Co. W. W. Nelson, one of the owners, was her first master, and in 1869 Capt. John Harlow took charge, handling the steamer until 1872, when she was taken by Capt. George W. Taylor, who ran her during the last ten years of her existence, except at short intervals when Harlow had command. She was only fifty-one feet long, with twelve feet six inches beam, and six feet hold, and was used only in the business for which she was intended. Her engines were seven by twenty-two inches, and they swung a forty-four inch propeller. She ended her days in 1884, at which time Captain Taylor replaced her with the steamer *Oswego*.

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[21] Capt. James N. Fisher is a native of New York, and, after following the water on the Eastern coast for a number of years, came to the Pacific, and in 1858 began steamboating in the Northwest on the little *Webfoot No. 2*. He was one of the first masters to receive a license in the Willamette district, and ran for a great many years on towboats on the Columbia, below Portland. He unfortunately lost the *Ranger* by fire a short time after she was built, but soon secured another steamer and has been continually in the service for thirty-seven years, the last ten of which were spent on the Willamette River, running between Portland and Sellwood, until the electric line supplanted steamers on that route. He then took charge of the ferry between Sellwood and the opposite shore of the Willamette.

[22] John C. Trullinger is one of the oldest pioneers in Oregon, and, while he has not been interested in many steamboats of late, was a stockholder in several of the early marine enterprises. He built one of the earliest sawmills in Portland, and was the first to realize the importance of the iron mines at Oswego, where he laid out a city and produced the first bar of pig iron manufactured in Oregon. He afterward removed to Astoria, where he erected a large sawmill and supplied it with logs by constructing the pioneer steam-logging railroad in that part of the State. He was a member of the Legislature in 1893 and has always been prominently identified with public affairs in Astoria, where he is still living, and, in addition to his sawmill, operates a large electric-light plant.

CAPT. RICHARD HOBSON

On Puget Sound the steamer *Eliza Anderson* met with the customary periodical opposition, her antagonist in 1866 being the steamer *Josie McNear*, which was brought up from San Francisco and placed on the mail route between Olympia and Victoria. Capt. J. G. Parker had secured the postal contract and afterward released it in favor of Hale, Crosby & Winsor, the purchasers of the *Josie McNear*, who intended taking him in as a partner; but, as Parker did not like the appearance of the *Josie*, he refused to join them, and they began operating the steamer in July. The *Anderson* made a desperate fight from the start, and, greatly excelling the *McNear* in speed, forced the owners of the latter to trade her for a better boat. The *Josie McNear* was built at Cozzen's shipyard in San Francisco by the citizens of Petaluma as an opposition boat, and was named in honor of a sister of the McNears, who owned five-eighths of the craft. She never accomplished anything in California, and, when Captain Crosby went there to secure a steamer to carry the mail on the Sound, she was unloaded on him at a sacrifice and started northward. She had a long and rough passage up from San Francisco and arrived in a badly damaged condition, but was soon repaired and placed on the Victoria route, making her first trip in July, 1866. The *Eliza Anderson* ran her pretty hard from the start, so after a brief struggle the owners of the *McNear*, Hale, Crosby & Winsor, made a trade with the Oregon Steam Navigation Company on the Columbia and secured the fine steamer *New World*, paying a bonus of $40,000. The old reliable *Anderson* served the *New World* just as she had the *Josie McNear* and soon swamped the owners. Following the change in ownership the *Josie* was put on the Astoria route, with Capt. Henry A. Snow in charge, but shortly afterward she was used as a jobbing boat, and in 1870 Capt. Richard Hobson* ran her for a long time under charter to the Cementville Manufacturing

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[23] Capt. H. A. Emken was born in Bremerhaven in 1843 and commenced his marine career with a voyage around the Horn at the age of fourteen. His first visit to the Northwest was in 1860, and early in the year he retired from deep water and engaged in steamboating on the Fraser River. One of his first experiences was on the *Fort Yale* when she exploded her boiler near Yale. Captain Emken left the river in 1862 and for the following two years was in the Cariboo mines, but in the fall of 1865 he took the overland route to the Columbia, and came down that stream as far as Wallula, going from there to Montana early in 1866. He returned to the Columbia a year later and engaged with the *Loyal Ellsworth*, an odd appearing sidewheeler with a single house and open hull, receiving power from geared engines. After a short stay on the *Ellsworth*, Captain Emken went to the steamers *Carrie* and *Minnehaha*. Later, with Captain Troup and Jason Kellogg, he leased the steamer *Oneonta*, which they operated on the Vancouver route. When the Oregon Steam Navigation Company purchased the interests of the Willamette Transportation and Locks Company, Emken commenced running on steamers in their employ and remained in the service continuously until a few years ago, when he was appointed a branch pilot on the Columbia and Willamette rivers. He was in command of the *Ocklahama* for a greater length of time than any other master who served aboard the steamer, and while handling her as a towboat met with a miraculous escape from death when the British ship *Alliance* toppled over on her, destroying the pilot-house and upper works.

* Capt. Richard Hobson, one of the earliest pilots on the Columbia, was born in England in 1829, and came to Oregon *via* New Orleans in 1843. He left in 1848 and ran a schooner on the Sacramento River for a while in 1848 and 1849, but returned to Oregon in 1850, piloting there in 1852 and 1853. In 1854 he went to Australia, returning in 1861 and going to the Salmon River gold-fields. On coming back from the mines he began boating on the Skipanon and Astoria route, after which he was captain on the

Company. In 1871 she was extensively overhauled, received the boilers which had been taken from the *Spray*, and again ran to Astoria during the winter season. Captains Hughes, Randall, Hoyt, Kindred and others commanded her at different times, and she gradually wore out, making her last run in 1878. She was a sidewheeler, one hundred and nine feet long, twenty-three feet beam, and seven feet hold, with engines fourteen by forty-eight inches. Victoria's steam fleet was reinforced by the fine steamer *Isabel*, a boat which remained in active service for over a quarter of a century. The *Isabel* was a sidewheel steamer, launched at Victoria, July 25th, for Captain Stump, owner of the Alberni sawmills. She was one hundred and forty-six feet long, twenty-four feet beam, and nine feet hold, and started out under Captain Chambers, who was succeeded in 1868 by Captains Pamphlet, and Devereaux, who retained his position until 1870, when Stump sold her to the Starr brothers, who put her on the Sound route in opposition to the *Eliza Anderson*. She went as far as Port Townsend and connected there with the *Alida* for Olympia, starting on the run in September in command of Capt. Dan Morrison. On her first trip she beat the *Anderson* fifty-four minutes between Victoria and Port Townsend. The *North Pacific* came out soon after this and relieved the *Isabel*, which was operated for a while between Victoria and Nanaimo, and also as a towboat in British Columbia waters, Capt. Charles Clancey and Captain Starr running her. In 1872 she was still in the towing business, and for the next few years was successively in charge of Captains Starr, Morrison, Pamphlet. Ramsey, Landbourne, Robinson, Brown, Burr, Wilson and Clancey, occasionally relieving the *North Pacific*, and spending a good portion of the time tied up at Gig harbor. In 1888 she was purchased by R. Dunsmuir, and, after an extensive overhauling and receiving new boilers, was put into service between Victoria, Nanaimo and Comox, where Capt. F. Revely handled her for a short time, being succeeded by Capt. J. P. Bendrodt. When Bendrodt left her to begin piloting, the *Isabel* was put in charge of Capt. J. E. Butler, who continued with her until the new steamer *Joan* was built a few years ago to take her place. The *Isabel* was then tied up in Victoria harbor, where she remained until 1894, when her machinery was removed and the hull converted into a barge. The steamer cost $50,000 to build, and was considered a remarkably fine craft.

The wreck of the old steamer *Cariboo*, which had been lying in idleness since the terrible disaster which occurred on her first trip, was launched again in March, 1866, by Captain McDougal, and reëntered the career of usefulness which had been so rudely interrupted a few years before. The big steamer *Alexandria* was also refitted this year by T. Pritchard, who purchased her in February for $5,000 for the Hudson's Bay Company, and after repairs she began her labors in command of Captain Swanson. The Russian-American Telegraph Company, which had been operating quite extensively in the Northwest during the previous year, built the steamer *Munford* at Victoria and started her out in charge of Captain Coffin. The *Munford* was a sternwheeler, one hundred and ten feet long, nineteen feet beam, and four feet eight inches hold. The same company was still running the steamship *George S. Wright*, Captain Patterson, master, James H. Douglas,[24] first officer. The steamship *Fidelater*, Captain Erskine, entered a new trade, and in June left Victoria for Portland with forty-six passengers, returning with a good cargo and several passengers, and remained on the route regularly. The steamer *Marten* was built on Kamloops Lake in 1866, making her trial trip May 24th. She continued in service here for several years, most of the time in charge of Capt. August Menenteau,[25] but was abandoned for a period after the mining rush was over, and started again in the seventies, when the settlers commenced to come into the country. Another steamer running well into the interior of British Columbia in 1866 was the *Forty-nine*, constructed at Little Dalles the preceding year by Leonard White. She left Little Dalles, April 15th, on her first trip with seventy-three passengers and a light cargo of freight, reached Fort Shepherd the next day, left there at noon and made the run across lower Arrow Lake. On the morning of the eighteenth the steamer cleared the narrows, but

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Josie McNear, *Beaver*, and other river steamers. He left this business to enter the customs service, but after a short time took a trip to the Sandwich Islands for his health. Not finding the relief sought he sailed on the bark *Falkenberg* in May, 1878, for this country, but failed so rapidly that he died, May 24th, before land was sighted. The captain of the bark, an old comrade of Captain Hobson, made a special effort and reached Astoria in time to enable sorrowing friends and relatives to pay their last respects to genial Dick Hobson.

[24] James H. Douglas, master and pilot, was born on Long Island in 1836. When but fourteen years of age he joined the New York pilot-boats, and later made a voyage to Liverpool. In 1853 he came to the Pacific Coast as first officer of the ship *Rattler*. He made a second trip on her to the Coast, and then left her at San Francisco to join the old steamship *Oregonian*, where he ran for a short time as second mate. He was next on the Government steamship *Active*, then surveying the Pacific Coast and Puget Sound. About 1860 he joined the schooner *Fanny*, trading around Vancouver Island. He then went East and was in the Government service as ordnance foreman until the close of the war. On his return to the Coast he was employed as watch officer on the United States steamer *Newbern*, where he remained until she was sold in Alaska. He then moved to Puget Sound and joined the steamer *George S. Wright*, where he remained for a year as first officer. He was afterward on the *Idaho*, *Montana*, *John L. Stephens*, *William Tabor*, and the Alaska mail steamer *Little California*, Captain Thorn, serving on the latter three years. After acting as master for a year on the ferry and freight steamer *Petaluma*, he entered the Government employ as pilot in the waters of Puget Sound and Alaska, having received his education in this locality from pilots Hicks and George. He continued in this business for ten years and then worked for the Southern Pacific Company as first and second officer on ferry-boats.

[25] Capt. August Menenteau was born in Bordeaux, France, in 1834, and when a young man served three years in the French Navy, subsequently entering the service of Great Britain and going through the Crimean War with Admiral Napier, receiving a medal from the Queen as a reward for his bravery. When he left the navy he sailed for the West Indies, and on his return started for San Francisco. On reaching there he was for a few months on the steamship *Pacific*, running in the Northern trade, but left her to go on the old steamer *Enterprise* on the Fraser River. In 1868 he went to the upper Fraser and ran on Lake Kamloops, continuing there and on the Thompson River until 1891, when he was on the upper Columbia in the employ of the Columbia & Kootenai Navigation Company for a short time, and then with Messrs. Paterson and Campbell purchased the steamer *Ainsworth*, which he is still operating. Captain Menenteau was the first man on the upper Columbia to obtain a certificate from the Government.

found the lower end of the upper lake full of ice and had some difficulty in making her way through it, but entered the river on the nineteenth. Carnes Creek was passed on the twenty-second, and Death's Rapids were reached on the twenty-fourth, at which point the passengers were discharged, and the steamer started down the river, returning in less than one-fourth the time occupied in going up. The mail contract between Victoria and San Francisco, which had always been an important item in the steamship business, was awarded in January to the Hudson's Bay steamer *Labouchere*, which received $1,500 a trip for the service. She steamed away from Victoria on her first voyage February 15th, carrying, beside the mail, forty passengers and ninety tons of freight, but on her return was wrecked soon after passing out of the Golden Gate, and the steamer *Active* was again granted the subsidy.

The difficulties which beset the steamboatmen running to the Fraser at night were lessened considerably by the establishment of a lightship at its mouth in January, 1866; and another indication of the growing importance of the maritime commerce here was the appointment of a board of pilot commissioners, Captains Cooper and Swanson and Hon. J. A. R. Homer constituting the first board. Esquimalt harbor was becoming quite a rendezvous for vessels, and in one day in December a Victoria *Colonist* reporter noted the presence there of Her Majesty's vessels *Sutleg*, *Clio*, *Sparrow Hawk*, *Forward*, *Grappler* and *Beaver*, the latter under charter, the United States steamer *Saginaw*, steamship *George S. Wright*, ships *Belmont*, *Evelyn Wood* and *Nicholas Biddle*. Other Government vessels at Esquimalt during the year were Her Majesty's steamers *Scout* and *Alert*, the American steamers *Fauntleroy* and *Shubrick*, and the revenue cutter *Lincoln*, the latter having recently arrived from the East, where she had been built in 1865. Another visitor of some importance at Victoria was the steamship *Constantine*, which came down from Sitka in command of Captain Lindfors. Her stay was brief, but she returned two years later and began an eventful career along the coast. The *Constantine* was an antique appearing steamship of about 500 tons, which had been operating in the vicinity of Sitka for several years and had made occasional trips down the coast to Victoria and San Francisco. In 1868 she was placed under the American flag by her new owners, Hutchinson & Kohl, and from that time became an important figure in marine business in the Northwest. The first year after she assumed American colors she was sunk about three miles south of Active Pass, and was with some difficulty raised and towed to Port Ludlow by the steamer *Fidelater*, receiving temporary repairs which enabled her to proceed to San Francisco, where it was found that she had lost thirty feet of her keel, and a number of her plates were injured. After this damage was remedied, she again started in the trade to Sitka with Captain George, who afterward turned her over to Capt. M. C. Erskine. In charge of Erskine she ran north as a mail boat, leaving Port Townsend on the twentieth of each month, and also made occasional visits to California. In 1871 she was placed in the Portland and San Francisco traffic, in command of Capt. Charles Thorn, and began an interesting opposition to Holladay's line. She made her first trip in this service in May, and remained there until bought off in September. Her next venture was on the southern route, remaining, however, but a short time, and in January, 1873, was sold to Goodall, Nelson & Perkins for $45,000, and was put on the run between Santa Barbara and San Francisco. In 1879 she was chartered for a little while by the Government and used in the engineering service, and after finishing this work jobbed around for a few years and was finally broken up in 1887. The Yukon River, which at this time seemed a long distance from civilization, was visited in 1866 by a steamboat, probably the first which ever disturbed its waters. This steamer, a small sternwheeler named the *Wilder*, was taken up by the ship *Nightingale*. She was about sixty feet long, and after being put in running order continued on the river for two years, in the service of the Russian-American Telegraph Company. The same organization sent a steamer of similar build to the Anadyr River, christening it the *Wade*. The *Wilder* was in command of a man named Smith, and her engineer was J. R. Forbes,[26] who is at present employed on the Coast as chief engineer of the steamship *St. Paul*. The Telegraph Company had quite a fleet in Northwestern waters this year, including the barks *Clara Belle*, *Golden Gate* and *Palmetto*, the schooner *Milton Badger*, and the steamer *George S. Wright*, the latter under charter to them. The *Nightingale*, which was the flagship, was designed by the United States naval constructor at Charlestown, Mass., as a model of American marine architecture. She registered 722 tons, and was built at Portsmouth, N. H., for exhibition at the World's Fair in London; but before completion a difficulty arose between the contractors and the men who backed the project, and the vessel was sold at auction to a Boston firm, and, after sailing around the world for several years in legitimate business, she turned up as a slaver and made fortunes for her owners before she was finally seized off the coast of Africa by the *Jamestown*, with nine hundred slaves aboard. She was condemned and bought by the United States Navy Department, and after the capture of New Orleans was stationed as a guard and store ship at the mouth of the Mississippi River for eighteen months. She was also in use at Pensacola and other points on the Gulf, and when the war closed was purchased for a song by a Boston house and subsequently passed into the hands of the Western Union Telegraph Company.

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[26] J. R. Forbes was born in New York in 1843 and served his apprenticeship at the Atlantic Dock Iron Works. He then went on the steamer *Ajax* as third assistant and came out to the Coast with her. In 1865 he made two trips to Honolulu, and then visited Alaska on the Russian-American telegraph expedition in the ship *Nightingale*, which carried two sixty-foot sternwheel boats, which were fitted up on the Yukon River, where Mr. Forbes served as engineer on one of them, which was called the *Wilder*, in command of Capt. E. S. Smith. After two years in Alaska he returned to San Francisco and began running to Panama on the steamers *Moses Taylor* and *Nevada*, and subsequently north as first and second assistant on the *Pelican*, *Idaho*, *Ajax*, *Victoria*, *Los Angeles*, and other steamships. For the past ten years he has been on the Alaska route, the greater part of the time with the steamers *Karluk*, *Bertha* and *St. Paul*, and is at present chief engineer of the latter.

The steamship business between San Francisco and the North had been conducted for several months in a highly remunerative manner by the California Steam Navigation Company and the California, Oregon & Mexico Steamship Company, who were working in harmony with a passenger rate of $45 and $25; but early in the year a Maine Yankee came out from the East with the new steamship *Montana*, which he started on the Northern route to compete with the two old lines, reducing the fare to $20 and $10, a rate which was promptly met by the other steamers and afterward reduced to $10 and $3. Patton, the owner of the *Montana*, was handicapped at the outset by having only one steamer; but, as he had another, the *Idaho*, on the stocks in Maine, much confidence was expressed in the ability of his Anchor Line to make a hard fight. Rates were cut to almost nothing, and while the travel was remarkably large it was unprofitable, and Patton's boats eventually passed into the hands of the North Pacific Transportation Company, which was a combination of the interests of the California Steam Navigation Company, the California, Oregon & Mexico Steamship Company, and the Anchor Line. The steamship *Montana* was built at Bath, Me., in 1865, and left New York in October for San Francisco, calling at Rio Janeiro and Valparaiso on the way out. The *Montana* registered one thousand and three tons, and was two hundred and twelve feet long, thirty-one feet beam, and twenty-two feet hold, drawing eleven feet of water. In February, 1866, her owner, G. Y. Patton, put her on the Portland route with Capt. J. R. Kelly in command. When she was bought by Holladay, Thorn was placed in charge, followed by Williams, Sherwood, Bolles, Carroll,[27] and others. She continued to run north for several years, and, when adversity overtook Holladay and his California, Oregon & Mexico Steamship Company, was sold in San Francisco for $65,000. She was not very strongly constructed, and a few years afterward her machinery was removed and the hull burned on the Sacramento River mud flats. As the rivalry lasted through the greater part of the year there were more steamships on the route than during the previous season. Among the newcomers were the *Continental* and the *Oriflamme*, which became noted as Holladay's flagship, where the transportation king was wont to dispense hospitality with a lavish hand on many a junketing trip. The *Continental* was built in Philadelphia in 1864 for the Government, but after the close of the war her services were not required, and she was purchased by Ben Holladay. She was constructed of oak and hickory and was of the following dimensions: length, two hundred and eighty-five feet; beam, thirty-six feet; depth of hold, seventeen feet; with engines fifty by forty-five inches. As the vessel which brought the "Mercer girls" to the Pacific Coast, the *Continental* enjoyed more than a local reputation. In this connection it may be mentioned that the number of these women has been greatly exaggerated. A. S. Mercer, the orginator of the project of peopling the shores of the Pacific with importations of the fair sex from the East, failed to secure anywhere near the crowd required to make

CAPT. JAMES CARROLL

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[27] Capt. James Carroll was born in Ireland in 1840, and left there with his relatives when a mere child. His marine experience commenced on the lakes, sailing out of Chicago from 1857 to 1860. He then went to New York and started for China on the bark *Hawkwa*, built for a Chinese man-of-war, and on arrival at the Orient ran there in the coasting trade for a year. He arrived at San Francisco in 1862 on the old clipper *Swordfish*. From the Bay City he went to the Sandwich Islands, and afterward returned to Cork in the ship *Anglo-Saxon*, commanded by Capt. John Caverley, now of San Francisco, going thence to Liverpool and Boston and then for two years sailing out of New York in the Trowbridge line for the West Indies. In the latter part of 1865 he shipped from the Eastern metropolis as second mate of the ship *Rattler*, bound for San Francisco, and on arrival began running North on the *Montana*, then on the route in opposition to the Holladay line. He soon left the steamer and made a trip to China as second mate of the bark *Swallow*, which conveyed Anson Burlingame to China to complete the famous treaty which bears his name. On his return, Captain Carroll entered the service of the Pacific Mail Steamship Company as second and first officer, remaining with them until 1869, when he returned to Holladay's employ. In the fall of 1870 he received his first command, the steamship *Montana*, on which he had begun as a sailor four years before. From that time he remained continuously in charge of the Holladay steamships and those of its successor until 1878, when he took command of the big sidewheeler *Great Republic*, running to Portland as an opposition steamer. After her wreck on Sand Island, at the mouth of the Columbia, Captain Carroll served as master on the steamer *Alexander Duncan* for a short time, and from her went to the *Idaho*, *Eureka*, *Mexico*, and various other steamships on the Alaska route in the course of the past ten years, among them the finest which have plied to the land of the midnight sun, and during that time has entertained thousands of tourists from all parts of the world. He is regarded as the prince of good fellows by all who travel with him, but never allows his gallantry and hospitality to interfere with his duty aboard ship. A story indicative of this characteristic is told by a passenger who made the Alaska trip with him, in the summer of 1894, on the steamship *Queen*. A large party of tourists were aboard, and they were very anxious to visit an Indian village near a point which the steamer was to reach in the night. The passengers knew that they were scheduled for a brief stop only, but they concluded to attempt to accomplish their purpose by persuading the Captain to remain there until the next day. A petition was accordingly drawn up and signed by nearly every one on board, and the duty of presenting it to the genial skipper was assigned to a charming lady who at meal time occupied the seat of honor next to the Captain. She approached the Captain with a most engaging smile and handed him the document. He read it carefully, and, returning it to her, said: "My dear madam, I regret very much to disappoint you and your friends, but this steamship is not run by petitions. We will sail on schedule time." Captain Carroll is one of the few men who have been fortunate in outside speculations while still remaining on the water. He has large holdings in Alaska, and a few years ago, when the proposition to purchase Alaska from the Government was made, he was one of the syndicate who stood in readiness to pay for the territory.

the venture profitable. The names of the "girls" of this much-heralded expedition were as follows: the Misses Bermingham, Grinold, H. Stewart, Davidson, F. Collins, A. Weir, Rhodes, M. Kenney, Robinson, Atkinson, E. Lord, E. Bacon, C. Bacon, N. E. Manning, M. A. Griffin, M. Staples, M. J. Smith, A. Peeble, L. Peeble, Julia Guthrie, Ida Barlow, L. Barry, A. Horton, A. Miller, Lawrence, Conner, E. A. Stevens, M. Martin, F. Sievens. Other members of Mercer's party on the *Continental* were: Mrs. Chase and two children, Mrs. Grinold, Mrs. Osborn and child, Mrs. Pearson and daughter, Mrs. J. S. Lord and son, Mrs. Stephenson and child, Mrs. C. L. Spaulding, Mrs. Buckminster, Mrs. Warren and two sons, C. F. Barnard and wife, Peterson, wife and three children, A. A. Manning and wife, E. Petty, wife and child, Wakeman, wife and child, J. Wilson and wife, Weeks and wife, C. Boardman, wife and child, W. L. Mercer and wife, J. Bogart and wife, Jerigo and wife, Messrs. Rhodes, F. Read, Treen, Kellogg, Conant, Lewis, Watkins, Horton, Stephenson, Hills, Webster, Stevens, Gifford, A. S. Mercer and S. S. Fingley. The director of the enterprise became financially involved as the result of his speculation, and many of his passengers were obliged to make their way to various points in the Northwest in the best manner possible. The *Continental* arrived in San Francisco, April 24th, in command of Captain Winsor, and proceeded to Portland a few days later with a portion of the Mercer colony. The steamer was subsequently in the Mexican trade for a few months, but went back on the Northern route again in 1867, continuing there most of the time until 1869. Winsor was succeeded in command by Captains Dall, Bolles, Thorn, Metzger, and others. William Law,[28] the well known engineer, came out with her, and John Farrell[29] was one of the water-tenders. Capt. Chris Dall finally lost the vessel in the Gulf of California in 1870 (see wreck of *Continental*, 1870). The steamship *Oriflamme* was built in New York in 1864 for a Government gunboat, but by the time she was completed the war was so near its close that she was never put in commission, but instead was sold and entered the China trade, running for a year between Hongkong and Shanghai, coming to San Francisco early in 1866, where she was bought by Ben Holladay for the Northern route. She was a sidewheeler, with the regulation beam engine, fifty-six by one hundred and twenty inches. Her dimensions were: length, two hundred and forty feet; beam, thirty-three feet; depth, twenty-one feet; tonnage, about one thousand two hundred tons. She arrived at Portland on her first trip, June 24, 1866, in command of Capt. Francis Conner, and continued plying North almost uninterruptedly for the next ten years. Bolles, Thorn, Godfrey, Hewitt, Floyd, Winsor and others served as master at various times, while engineers Brawley,[30] King,[31] Shepherd,[32] Griffin[33] and a host of others equally well known have handled her machinery. When Ben Holladay was in the zenith of his fame and

WILLIAM LAW

JOHN FARRELL

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[28] William Law was born in New York City in 1838, and, after learning his trade, began running from New York to China. In 1866 he made his first voyage to San Francisco, coming out on the steamer *Continental* when she made her famous trip with the Mercer girls. He remained with the *Continental* for two years, and then ran on the steamer *Active* to Victoria for nearly a year, leaving her to go on the steamship *Oregonian*. He was next in the China mail service for several years, and on leaving that route was running coastwise from San Francisco as chief engineer on the steamer *Newbern* for six years, going from her to the steamer *Mexico*, where he remained the same length of time. For the past few years he has been chief engineer of the steamship *City of Topeka*.

[29] John Farrell, engineer, was born in Ireland in 1842, and, after learning his trade, began running between New York and Aspinwall on the steamship *North Star* in 1863. He came to the Pacific Coast in 1866 as water-tender on the steamship *Continental*, and from her went to the *Del Norte*, remaining there until she was wrecked. After reaching San Francisco he worked on the *Montana*, *China* and *Alaska*, running most of the time in the China trade; and, when the latter vessel was wrecked in a typhoon in China, he returned to San Francisco and entered the employ of the Pacific Coast Steamship Company, remaining with them, except at brief intervals, for sixteen years, as second assistant, first assistant and chief. He has recently been engaged as chief engineer on the steamer *Coos Bay*.

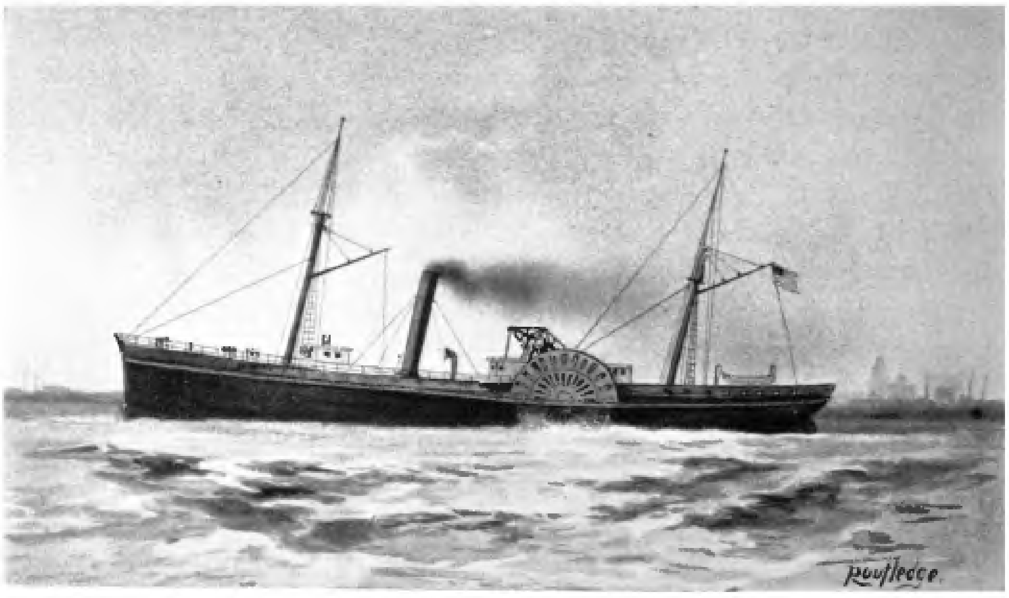
[30] Daniel Brawley, engineer, was born in Ireland, came to the Pacific Coast on the old steamship *Sea Bird*, and ran for nearly a quarter of a century in the Pacific Mail employ as chief of the steamships *Montana*, *Sacramento*, *Golden City*, *Sierra Nevada*, *Cortez*, and other well known vessels. He left the Pacific Mail Company to accept a position as chief engineer in the ferry service for the railroad company, and died in San Francisco about twelve years ago.

[31] Dennis W. King was born in New Jersey in 1848, and is a son of James King, one of the oldest engineers on the Coast. He served his apprenticeship at the Union Iron Works, San Francisco, and in 1867 joined the steamship *Colorado*, where he served for

power, he frequently used the *Oriflamme* as a private yacht, and men who were favored with the friendship of "good old Ben" in those days can still recall many occasions when the decks of the *Oriflamme* were damp with the champagne, which flowed freely as water, as did everything else when Holladay was entertaining. The *Oriflamme* passed out of existence several years ago, but it will be a long while before the jolly times on board during the Holladay *régime* will be forgotten by either the guests or those whose names were on the payroll.

BEN HOLLADAY

Other steamships running North in 1866 were the *Active* in the British Columbia mail service, the *Orizaba*, *Pacific*, *Sierra Nevada*, *Del Norte*, and the old sidewheeler *California*. The encroachments of steam on the trade once handled exclusively by sailing vessels was now beginning to be felt more than ever, and in January the bark *Cambridge*, which had sailed for years between the Columbia River, Victoria and the Sandwich Islands, was withdrawn from a route which a few years before had yielded fortunes to craft of her class. The master of the *Cambridge* gave as a reason for her discontinuance that the steamers between the Islands and San Francisco would take the freight, reship it on steamships at the Bay City, and deliver it to Northern ports cheaper than the sailing vessels could handle it without transfer. The *Cambridge* was the last of the regular traders to abandon this traffic, although a number of other coasting vessels made occasional trips there for several years thereafter. Another cargo of lumber was brought to the Columbia in 1866 by the schooner *Pacific*, Captain Gage, which arrived in March from Mendocino with 100,000 feet of redwood. New vessels appearing among the sailing fleet at Victoria and on Puget Sound were the barks *Eastern Chief*, Captain Fraser, from Liverpool; *Onward*, Captain Tibbetts, in the Telegraph Company's service; *Camden*, Captain Mitchell; *Rainier*, Captain Hayden;[34] *Mackey*, Captain Hughes, from Hilo; *Prince Menschikoff*, Captain Bensanann, from Sitka; the ships *Severn*, Captain Cragie, from London; *Southern Cross*, Captain McDonald; *Helois*, Captain Greenlief; *Czarowitz*, Captain Alexandroff; *Mohawk*, Captain Davis, from



STEAMSHIP "ORIFLAMME"

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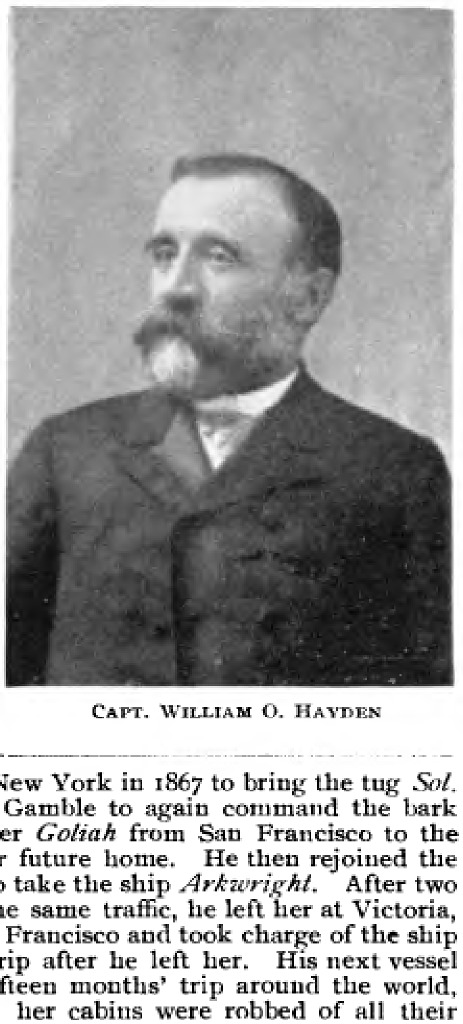
two years as water-tender and oiler. He was next on the *Golden Age* and *Constitution*, and for a short time ran as second assistant on the steamer *Orizaba*, going from her to the *Pelican* as first assistant for two years. He was also first assistant on the *Pacific*, and ran as first and second assistant in the Holladay line for three years, and was subsequently employed on the *Empire* for a short time, and in 1873 began working on the Central Pacific ferries, remaining there for six years, and leaving to take a position ashore with the California Street Railway Company. In 1880 he went back to the Pacific Mail service as chief engineer of the tug *Millen Griffith* for thirteen years, leaving her in 1893.

[32] Alfred Shepherd, engineer, was born in Ireland in 1831, and came to the Pacific Coast in 1851 on the steamer *Bolivia*, and on arrival was transferred to the *Ecuador* and ran for a year between San Francisco and South American ports. He was next on the steamers *New Orleans* and *Winfield Scott*, remaining with the latter vessel until she was wrecked, and then joining the steamships *Columbia* and *Fremont* running north. After leaving the Portland route he ran to Panama for several months on the steamers *San Luis*, *Santa Cruz* and *Golden Age*, retiring from the latter steamer on account of ill health after two years' service. While on shore he assisted in placing the machinery in the *Comanche*, then building, and took charge of her until the Government engineers came out from the East to receive her. He then returned to the Portland route and ran North for four years on the *Oriflamme*, changing from her to the steamers *Ajax*, *John L. Stephens*, *California* and *Idaho* in the same employ, being with Holladay's steamers for eleven years, and when Holladay sold out going to the *Active*, running to Victoria for six months. Other steamships on which Engineer Shepherd has served are the *Gussie Telfair* between San Francisco and San Luis Obispo, the *Moses Taylor* to Honolulu and Portland, the *Pacific*, *Arcata*, *Los Angeles*, *Ancon* and *Empire* in the northern trade, the *Orizaba* to San Diego, and the *Queen* on the same route. He also served for a short time on the steamer *Constantine*, leaving her to work in the shops of the Pacific Coast Steamship Company. About 1887 he joined the steamer *Eureka* and has remained with her since.

[33] John W. Griffin was born in Ireland in 1841, and served his apprenticeship as an engineer at Whitehaven, England, his first experience at sea being on the steamship *Queen of Whitehaven*, where he ran as second engineer. He was afterward on various other steamships, and ran to South America for about six years, spending three years of that time in the Peruvian Navy. In 1866 he came to the Pacific Coast and joined the steamship *Oriflamme* as second assistant with chief John Fay, but soon left her and remained ashore for two years, subsequently entering the employ of the Pacific Mail Steamship Company, running to China and Panama for four years. He afterward worked on the steamers of Goodall & Perkins' line, except at brief intervals, until 1890, when he was chief of the steamer *Wilmington* for eighteen months.

[34] Capt. William O. Hayden was born in Maine in 1840, and served for six years on the Atlantic Coast before coming West. On his arrival he was for a short time on the bark *Vernon* from San Francisco to Port Gamble, but in 1863 went back to Maine and built the bark *Rainier*. She was launched in June, 1865, and Captain Hayden took her to New York, where she was loaded, and

Gravesend; *Royal Tar*, Captain Mark, from London; and the Hudson's Bay ship *Prince of Wales*, from London. The *Fremont*, which in early days was a well known steamship on the Northern route, reappeared at Seabeck in August as a barkentine, and in that rig continued in the lumber trade many years. Adams, Blinn & Co. were her new owners. The schooner *Alaska* was completed at Port Townsend in 1866 and made her first trip to Portland in December. She was a well built vessel of 140 tons register, constructed and operated by the Calhouns of Port Townsend. Capt. Rufus Calhoun[35] had command for a few years and made several trips with her to the Sandwich Islands. A couple of scow schooners, which were used mostly in river navigation, were set afloat on the Columbia. One of these, the *Black Republican*, was put together at Rainier by Capt. B. Grounds, who had sailed the *Wave* and *Calapooia* on the river twenty years before. She was one hundred and twenty-six feet long and twenty-four feet beam, and though of light draft could carry a large cargo. The other, the *Ida Ann*, was launched on Lewis River by Capt. Thomas Vance of Vancouver, and was something over eighty feet in length, with a capacity of about forty tons. There was a marked difference in the number of marine casualties as compared with the preceding fatal year, and about the only serious disaster was that which overtook the pioneer steamship *Labouchere* near San Francisco. The accident happened during a very heavy fog, and, after backing off the reef, she steamed in the open sea until the next morning. The water was kept from gaining until 5:00 A. M., when the vessel filled rapidly from a new leak. At 5:30 there were two feet of water in the engine-room, and a few minutes later all hands were called on deck, as there was no chance of saving the vessel. The boats were lowered, and Captain Mouatt was compelled to fire on a hasty passenger who insisted on preceding the ladies. Eight boats were loaded and started for shore, but one of them upset before getting away from the ship, drowning the colored cook and a miner named Marshall. The steward, Scott, who is still living at Victoria, and two others, were rescued. The captain and twenty-three others remained on the wreck, but were taken off by an Italian fishing smack just before the upper deck cabin floated away. At 8:15 A. M., shortly after all had left the ship, she gave a roll or two sidewise, then pitched forward and went down bow first. The passengers were landed at Mr. Flood's ranch near by and were taken to San Francisco. The crew of the steamer on her last trip were: Mouatt, master; Chambers, chief officer; Smith, second officer; Elliott,[36] first engineer; David Stephens,[37] second engineer; David Ross, third engineer; Henry Quinn, William Wood and Joseph Spillett, seamen; David Petrie, carpenter; J. H. Scott,[38] steward; James H. Allen, first cook; Upshur,


CAPT. WILLIAM O. HAYDEN

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then sailed for San Francisco. After making two trips North with the bark, he returned to New York in 1867 to bring the tug *Sol. Thomas* around. He then took the bark *Buena Vista* to the Sound, leaving her at Port Gamble to again command the bark *Rainier*, where he remained a year or two. He left the *Rainier* to take the historic steamer *Goliah* from San Francisco to the Sound and spent the next year on her, introducing her to the waters which were to be her future home. He then rejoined the *Rainier*, making two trips to South America and one to San Francisco, where he left her to take the ship *Arkwright*. After two voyages with her in the British Columbia coal trade, and one from Nanaimo to Acapulco in the same traffic, he left her at Victoria, where he was laid up fourteen months with Mexican fever. After his recovery he went to San Francisco and took charge of the ship *Eldorado*, running between Seattle and that city for three years. She was lost on the third trip after he left her. His next vessel was the ship *Two Brothers*, on the same route. It was while on this vessel that he made a fifteen months' trip around the world, spending nine years on her altogether. While Hayden was captain of the *Two Brothers*, her cabins were robbed of all their valuables, including his private papers. For three years after leaving her he ran on the ship *Palestine* between San Francisco and Tacoma, subsequently leaving the ocean to run on Sound steamers. Since then he has commanded the *Skagit Chief*, *Henry Bailey*, *State of Washington*, *North Pacific*, and *Sehome*, and at various times has served as pilot on the *City of Seattle*. In 1893 he chartered the steamer *Signal*, and operated her for a short time. Captain Hayden followed the sea for nearly thirty years on this coast, and during that period was in the employ of two companies only, Pope & Talbot and Samuel Blair, both of San Francisco. He took a prominent part in starting the town of Everett, having been Justice of the Peace during the first two years of its existence. Captain Hayden's home is in Tacoma, where he was in the marine insurance and general brokerage business for two or three years, making occasional trips on the steamers.

[35] Capt. Rufus Calhoun was born in New Brunswick in 1828, and spent twenty years on the water before he built the *Alaska*, his first venture in the Northwest. He remained in command of the schooner for two years and then sold her to San Francisco parties, who operated her in the trade for which she was constructed, running to the Sandwich Islands. After selling the *Alaska* he was interested in several other sailing vessels on the Sound, and for a short time ran the tug *S. L. Mastick*. His last marine venture was the purchase of the British bark *Archer*, abandoned off the coast of Vancouver Island. The bark was towed into Esquimalt and sold at auction. Captain Calhoun secured her and took her to Port Blakely, where he spent nearly $20,000 refitting her and getting her in shape to fly the American flag. She was completed early in 1895 and is now in the coasting trade. Captain Calhoun is still a resident of Port Townsend.

[36] W. A. Elliott came out on the *Labouchere* in 1859 as second engineer, but took charge of her engines soon after her arrival. He remained with her until she was lost, and was then transferred to the steamer *Otter*, where he was engineer for a period of twelve years, leaving her to go on the *Princess Louise*, in which vessel he served five years. During his career he was employed on all of the steamers belonging to the Hudson's Bay Company, and retired from their service a few years ago, after an uninterrupted term of over twenty-six years as engineer on the company's steamers.

[37] David Stephens, engineer, is a native of Scotland, where he was born in 1841. Mr. Stephens began his marine career on the *Labouchere* in 1862, and was running on that steamer as third engineer at the time of her wreck in 1866, at which time three lives were lost. He is still engaged in the business, and is at present on the steamer *Princess Louise*.

[38] John H. Scott, who was steward on the *Labouchere* at the time of her wreck, is well known all over the Northwest. He was born in New York in 1832, and came to the Pacific Coast in 1855, entering the service of the Hudson's Bay Company soon after his arrival, and running on nearly all of their steamers. During the San Juan trouble he was with Capt. Tom Wright on the *Diana*. He is at present steward on the steamer *Joan*, and is about the only one of the steamboatmen running out of Victoria in 1858 who are still in the service.

second cook; Thomas Cameron, fireman. She had as cabin passengers, R. H. Adams, R. H. J. Adams, W. A. Allen, Catherine Carroll, J. J. Evans, Mrs. Evans, R. B. Dewlin, R. Gilbride, Mrs. Gilbride, John James, J. James, E. Dickenson, J. G. Harth, C. J. Johnson, J. P. Lockie, M. Glidden, J. G. Marshall, F. Sylvester, Wilcox, Mrs. Pidwell, Mrs. J. Martin and children, D. A. Edgar, and about sixty in the steerage.

The Hawaiian bark *Mauna Kea*, Captain Robinson,[39] from Port Gamble for Honolulu, was wrecked, November 30th, near Quatsino Sound. When two hundred miles off the Columbia River, November 15th, the bark was thrown on her beam ends, and her deck load was swept overboard. The main and mizzen masts were cut away, and the vessel righted, but was so badly water-logged that she drifted helplessly for fifteen days, the crew suffering terribly from exposure and hunger. The bark at last neared land and on the twenty-fifth struck near Koskeemo on the west coast of Vancouver Island, and broke up in a very short time, Brooks, second mate, and Johnson, seaman, losing their lives and the rest of the crew reaching shore, where they were seized by the Indians, who hoped to secure a ransom for Captain Robinson, and held in bondage for several weeks. Two of the men at last made their way to Fort Rupert and were taken from there to Victoria by the schooner *Gazelle*, Captain Nannovich. When they told of the captivity of their comrades, the British steamship *Sparrow Hawk* was sent to the rescue and brought down the remainder of the crew. The *Mauna Kea* was formerly the American bark *Marie*, which had arrived in Victoria in 1864 with a cargo of Chinese passengers, and was libeled, to escape the consequences of which the Captain slipped anchor and sailed over to Port Townsend, where the vessel was subsequently sold and placed under the Hawaiian flag. The American bark *Mustang*, Captain Tobey, from San Francisco for Victoria, with one hundred and seventy tons of general merchandise, was wrecked, January 21st, on the west coast of Vancouver Island. She sailed from San Francisco, January 14th, and on the twenty-first, during a dense fog, struck a reef near Schooner Cove with such force as to lose the keel and leave her resting on the sand within. The crew all reached shore in safety and at low tide could walk almost to the bark with dry feet. They remained in the vicinity of the wreck for eight days, and then went to Neah Bay. The *Mustang* was a New York vessel of three hundred and thirty-two tons register, and was insured for $15,000. Her cargo, valued at $6,000 and owned mostly by Victoria Chinamen, was uninsured. The bark *Ella Francis*, Captain Hull, from Port Orchard for San Francisco, was abandoned, February 5th, eighty miles southwest of Cape Classett. The bark sailed from Port Orchard, January 4th, with two hundred thousand feet of lumber and ninety piles for A. P. Glidden, and met with a succession of southerly gales until January 16th, when, in latitude 43° and longitude 125°, she met with an unusually severe hurricane. While scudding before it under bare poles she sprung a leak, which continued to gain on them until February 5th, when, with six feet of water in the hold and the crew exhausted after twelve days at the pumps, they were forced to abandon her and were picked up by the British ship *Egeria*, Captain Evans, off the Farallones, February 15th, and transferred to the pilot-boat *Fanny*, which took them to San Francisco the next day.

CAPT. DAVID ROBINSON

Among deaths of marine men in 1866 is recorded that of Capt. William Dall, who brought the steamship *Columbia* to Portland on her first trip. Captain Dall died in New York City, May 22d. At Victoria, Alexander R. Borthwick, a well known engineer, passed away November 11th, aged thirty-six years, and at Esquimalt, April 21st, John Dearden, chief engineer of H. B. M. steamship *Sparrow Hawk*, aged thirty-four years.

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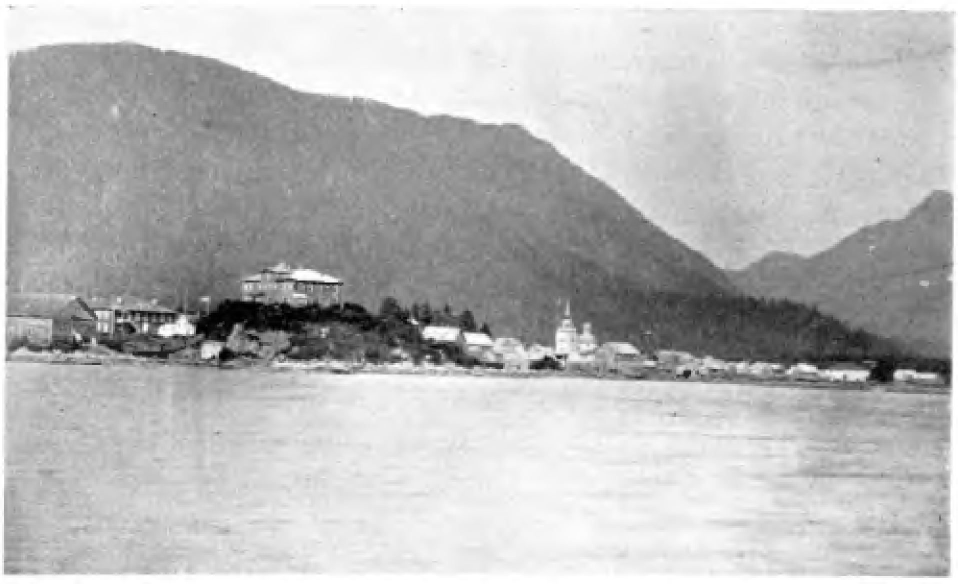
[39] Capt. David Robinson, of Port Gamble, was one of the arrivals in 1866, coming on the ship *Torrent*. He is a native of Maine, born in Belfast in 1837. He went with the *Torrent* to China as second mate, and on her return joined the bark *Oakhill* as mate, and was next master of the barkentine *Constitution*, then on the bark *Nathaniel S. Perkins*, and, after leaving her, took command of the Hawaiian bark *Mauna Kea*, remaining with her until she was wrecked on Vancouver Island, at which time he was held as a hostage by the Indians. After getting back to civilization two months later, he assumed charge of the bark *Kurtshoff*, remaining with her one year, when he went on the old bark *Camden*, which he commanded for thirteen years. He then took the bark *Arkwright*, running her for fourteen months, and subsequently commanded the barkentines *Klickitat* and *Kitsap*, running the latter vessel for four years, until she was lost in 1886, and is at present on the barkentine *Skagit* (see wreck of *Kitsap*).

CHAPTER VIII.

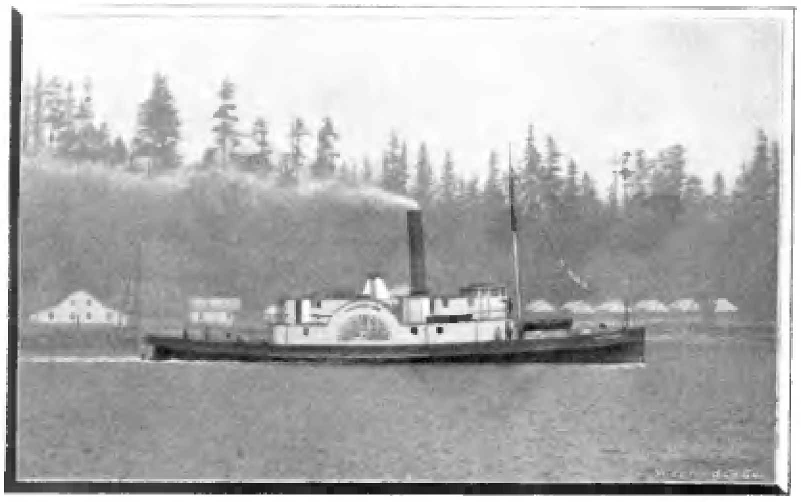
EFFECT OF ALASKA PURCHASE ON MARINE BUSINESS—THE STEAMSHIP "POLITKOFSKY"—COMBINATION OF STEAMSHIP INTERESTS — THE "IDAHO" AND "CALIFORNIA" — COWLITZ STEAM NAVIGATION COMPANY—THE "NEW WORLD" ON PUGET SOUND—GRAY'S HARBOR STEAMERS "CHEHALIS" AND "CARRIE DAVIS"—WRECK OF THE "W. B. SCRANTON"—THE WILLAMETTE FALLS CANAL AND LOCKS COMPANY—STEAMERS "SUCCESS" AND "ALBANY"—THE "U. S. GRANT" ON THE ILWACO ROUTE—NEW STEAMERS ON PUGET SOUND—BOILER EXPLOSION ON THE "RESOLUTE"—STEAMER "KAMLOOPS"—COASTING FLEET OF 1868—COLUMBIA RIVER'S FIRST GRAIN VESSEL—BARRATRY CASE OF THE SCHOONER "BAILEY"—CAPT. J. D. WARREN'S BATTLE WITH NORTHERN INDIANS—WRECK OF THE UNITED STATES STEAMSHIP "SUWANNEE" AND OTHER VESSELS—OREGON STEAM NAVIGATION COMPANY ENTERS THE FIELD ON PUGET SOUND—STEAMERS "OLYMPIA" AND "ALIDA"—THE "GUSSIE TELFAIR"—THRILLING END OF THE GUNBOAT "FORWARD"—TUG "ASTORIA"—NORTH PACIFIC TRANSPORTATION COMPANY—MERCER'S NEW YORK LINE OF SAILING VESSELS—THE "JOHN BRIGHT" WRECKED AND CREW MURDERED—THE DERELICT "MARIA J. SMITH."

RUSSIA'S transfer of Alaska to the United States in 1867 enlarged the field of marine operations in the North Pacific, and, while it was several years before the value of the newly acquired territory became apparent, the resulting business was of considerable magnitude from the start. The transfer was made October 18th by the representatives of the two great nations, amidst as much splendor as was possible in that faraway land. Captain Peterschoff acted for the Russian Government and General Rousseau for the United States, and at 3:30 P. M. the Russian flag was lowered, never to be officially raised again on Alaskan territory. Quite a fleet of Government vessels assembled at Sitka, among them the new ship *Mohican*, then on her first visit to these waters, which she is still traversing after a lapse of thirty years. The *Mohican*, one of the best known Government vessels that ever appeared in the Northwest, arrived in San Francisco in July, 1867, having sailed from Boston in September, 1866. Her first officers on this coast were: Edward Simpson, commander; G. W. Hayward, lieutenant commander; J. Ross, acting master; H. Mason, chief engineer; S. Gragg, first assistant; J. C. Lewis, second assistant; G. Lewis, third assistant. Other United States vessels at Sitka when the transfer was made were the *Ossipee* and *Resaca*, beside several representatives of the merchant marine. As this acquisition has proved the most profitable of any made by the United States Government in recent years, a brief digression is made to explain Russia's ownership and reasons for selling so valuable a possession.



SITKA, ALASKA, SHOWING BARANOFF CASTLE

In the early part of the eighteenth century, Vitus Bering, at that time one of the most famous navigators in the world, was commissioned by Peter the Great to ascertain whether the continents of Asia and America were one or were divided by water. Bering built his vessel at Kamchatka and spent several years cruising along the coast, in the course of which he discovered Bering Straits and Sea, and sailed into the Arctic far above Point Barrow. On his return to Kamchatka he learned that Peter the Great was dead, but his successor was desirous of continuing the exploration as originally planned; so he again set sail, taking an easterly course which led him past the Aleutian Islands and the Alaska peninsula, neither of which were sighted because his vessel was too far off shore. The first land that met his gaze was a very high mountain, which he christened in honor of St. Elias of the old Greek Church, having first sighted the snow-capped landmark on that saint's festival. After making a brief examination of the newly discovered territory, Bering started west again and on the way discovered the Aleutian Islands, which he had missed on his outward voyage, and in cruising among them was shipwrecked, losing his life. His explorations had given Russia a very clear title to the region, and in due season a post was established at Sitka, and for many years the mining, fur and fishing industries paid tribute to the Czar. When the Hudson's Bay Company was in the height of its glory in the Northwest, it succeeded in effecting a lease of the trading and hunting privileges in southern Alaska at an annual rental of $10,000 per year, the agreement remaining in force until it was purchased by the United States. At the time of the Crimean War, Russia became much alarmed lest England should seize Alaska, and, with a view of averting this appropriation, the Russian Minister at Washington offered the territory to the United States for the sum of $5,000,000. James K. Polk was President at the time, and, as Texas had just been annexed, he refused to consider the proposition to increase our possessions. The question was renewed during the Civil War, but, as Russia no longer feared England, the price was advanced to $7,000,000, with an additional $200,000 as a recompense to the Hudson's Bay Company for its buildings at Sitka and other points in Alaska. The vigorous opposition to the consummation of the purchase by American newspapers prevented the closing of the bargain until 1867, and fully a decade elapsed before its importance was fully realized. A famous specimen of Russian marine architecture which is still in existence came under the American flag with the transfer. She was and is still handicapped with the name *Politkofsky*, and was built at Sitka in 1866 of hewn Alaskan cedar. She was fitted with a very expensive copper boiler and steeple compound engines, manufactured in Baltimore. This vessel subsequently passed into the hands of the Alaska Commercial Company, Captain Niebaum,[1] a former officer of the steamer, being one of the officials of the corporation which purchased her. She steamed down to Victoria in charge of Capt. William Kohl, and in announcing her appearance the Victoria *Colonist* of April 22, 1868, says:



STEAMER "POLITKOFSKY"
Built at Sitka in 1866

> "Sitka may well be proud of her marine architecture. The steamer *Politkofsky* is one of the most magnificent specimens of home-made marine architecture we have yet beheld. She looks as if she had been thrown together after dark by an Indian ship carpenter, with stone tools. Her engines are good and were formerly in a Russian fur company's steamer, which was wrecked near Sitka some years ago. Her boiler is of copper and is alone worth the price Captain Kohl paid for the whole concern. We hear she is to be rebuilt; she needs it. To be appreciated she must be seen."

Captain Kohl removed the boiler on arrival at San Francisco and sold it for more than the purchase price of the entire craft. After a few changes had been made, the steamer was disposed of to Meiggs, the sawmill man, who sent her back to the Sound, and in command of Captain Guindon she went to work as a towboat nearly twenty-five years ago. Steamers were not plentiful on the Sound in those days, and, when the *Eliza Anderson* occasionally laid up for repairs, the *Polly*, as she was called, was pressed into service to carry the mail. In 1879 she was bought by Dexter Horton & Co. of Seattle for $5,900, and afterward passed into the hands of the Port Blakely Mill Company, her present owners. Guindon was succeeded as master by Captains Wilson, the two Libbys, Selby, Williamson, Clements, Smith, Thomas Kilton,*

CAPT. WILLIAM KOHL

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[1] Capt. Gustave Niebaum, a prominent figure in the marine business transferred to this country with the purchase of Alaska, was born in Finland in 1842, and began sailing out of Cronstadt on a brig when a boy. He came to Sitka in 1858 on the bark *Sophie Adelaide*, then used as a supply ship for the Russian-American Company, and remained in their service until Alaska became the property of the United States, and while there held the positions of mate and master on several vessels belonging to the company, among them the brigs *Constantine* and *Shelikoff*, and the ships *Czarowitz* and *Kamchatka*. When the territory was sold, in conjunction with others he bought the brig *Constantine*, and going to San Francisco commenced business under the firm name of Hutchinson, Kohl & Co, afterward incorporating as the Alaska Commercial Company, of which Captain Niebaum became vice-president, and for the past twenty-five years has had charge of all their shipping interests.

*Capt. Thomas Kilton was born in Maine in 1845, and began following the sea when a boy on the Atlantic Coast. He commenced steamboating in the Northwest at Seattle, in 1869, on the steamer *Celilo*, and afterward ran on the steamers *Politkofsky*, and others. Philip Van Tassell[2] was one of her first engineers after she went to the Sound, and was followed by Gordon F. Grant,[3] Frank Sargent, Martin Paup, Williamson,* the Spiesekes, and others. At present the steamer is run by Capt. Frank Smith and Engineer O. Spieseke, Jr. The *Polly* has been a bonanza for the marine reporters on the Coast, and for years has furnished a great number and variety of news items. The latest effusion in her honor appeared a few months ago in a Tacoma paper and is reproduced :

Capt. Thomas Kilton

> "The Port Blakely Mill Company is the proud owner of a Russian gunboat, which thrashes its way through the salt waters of Puget Sound under the name of *Politkofsky*. It is a clumsy, snub-nosed old sidewheeler, and does not cut much of a figure in statistics devoted to tonnage, shipping, etc. As a matter of fact, if the *Politkofsky* should strike a snag and go to the bottom some day, ninety-nine persons out of one hundred would ask, 'What the deuce is the *Politkofsky?*' The boat now serves as a tug, but there was a time when it was put to other and more warlike uses. When you look at the boat as it goes wheezing and floundering along with a raft of logs in tow, you would be willing to take an oath that a strong man with a sharp ax could make kindling wood out of it in short order. Long ago, though, if you could have seen the *Politkofsky*, you would have thought differently. Thirty years back she was in the service of the Czar of Russia, and carried an armament of four guns. Fierce-looking men in long coats paraded the deck, and at least once a day, before caviar sandwiches and tongue-biting vodka were passed around, the Greek priest prayed for the great Czar, and the crew never once dreamed that the day would come when their gallant little sidewheeler would be used in towing logs for an American sawmill, and carrying prunes, dried apples, flour, beans, pork and other necessities of life to loggers, who probably do not know the White Czar and have no reverence for the great Russian empire. The *Politkofsky* passed into the hands of the United States when Alaska was purchased, and later, when stripped of its armament, it became the property of the Port Blakely Mill Company. It isn't much of a gunboat now, you'll admit, but it is doing civilization a better service in towing logs than by destroying commerce and killing men."

The steamship war which raged so furiously through 1866 came to a sudden end early in 1867, and the California Steam Navigation Company, the California, Oregon & Mexico Steamship Company, and the Anchor Line, controlling together ten sidewheel steamships and six propellers, joined forces, the combination afterward becoming the North Pacific Transportation Company, operating the steamships *Active*, *John L. Stephens*, *Moses Taylor*, *Oriflamme*, *Orizaba*, *Pacific*, *Panama*, *Senator*, *Sierra Nevada*, *Ajax*, *California*, *Continental*, *Gussie Telfair*, *Idaho*, *Montana* and *Pelican*. The *Del Norte* was also on the list until lost in 1868. The immediate cause of the consolidation was the arrival of the new steamship *Idaho*, which reinforced Patton's Anchor Line, so that, with the two new vessels, he was in a fair way to secure the bulk of the business, even though rates were cut to a very low figure. The *Idaho* made one trip to Portland in Patton's service, arriving March 9th, but when she returned to San Francisco was transferred to Holladay and his associates, who continued her on the route, and the *Montana* was temporarily withdrawn. The *Oriflamme* and the little *California* were running to Alaska and Victoria the greater part of the year, and the *John L. Stephens* also made two voyages to Alaska. Before the compromise was effected, the California Steam Navigation Company had been operating the new propeller *Ajax* in the northern trade. She was a recent arrival from the East, and had made two visits to Honolulu in the

James T. Williamson

Despatch, *Eliza Anderson*, *Rip Van Winkle*, *Boydon* and others. He was in command of the *Celilo* in 1880, when he was employed to remove some piles driven on land claimed by Mr. Bailey ; while so doing, under the direction of Attorney McNaught, he was fired on, but fortunately escaped without serious injury. He was afterward arrested by Sheriff McGraw, but the case never came to trial. Captain Kilton was master of the steamer *Eliza Anderson* when she was seized by Collector Beecher in 1889. He is at present living in Ballard, Wash.

[2] Philip Van Tassell, engineer, was born in New York in 1841, and came to San Francisco in 1853 on the steamship *America*. He ran for three years between San Francisco and Panama on the steamer *Moses Taylor*, and, when the Western Union Telegraph Company operated the *George S. Wright* in connection with their Siberian telegraph scheme, Mr. Van Tassell went with her as chief engineer, remaining in that service eighteen months, and on his return joined the steamship *Oregonian*, sailing between San Francisco and Panama. A year later he went to Puget Sound and began running as engineer on the steamer *Politkofsky*, retaining this position for several years, and subsequently joining the steamer *North Pacific*. On the latter and in the service of the Oregon Railway & Navigation Company he continued for twelve years, and when they retired from Puget Sound entered the employ of the Pacific Navigation Company, with whom he is still engaged.

[3] Gordon F. Grant, engineer, of Victoria, B. C., was born in Nova Scotia in 1843. He served his apprenticeship at Halifax as third engineer of the steamer *Chase*. He then went to the Pacific Coast and worked for a time in the shops at Port Gamble, occasionally running the steamer *Ruby*. From there he went to Port Madison and ran the steamer *Politkofsky* for three or four months while Van Tassell was in the East, and during that time overhauled her completely. After working for a year in the Hanson-Atkinson Mill in Tacoma, he went to Victoria in 1873, fitted up the old Victoria dredge and operated it until 1876. He was afterward on the *Grappler* and *Western Slope* until 1880, when he went on the *Sir James Douglas*. In 1891 he was sent to Scotland to bring the steamer *Quadra* to the Pacific Coast, and has been with her ever since her arrival.

*James T. Williamson of Port Gamble was born in Maine in 1831, and, on his arrival on the Sound in 1865, commenced steamboating on the old tug *Cyrus Walker*. In 1868 he took out the first engineers' license issued on Puget Sound, and for ten years continued running on the *Cyrus Walker*, going from her to the *Goliah*, where he remained four years. He was subsequently employed on the steamer *Favorite*, but after a few months there retired from the water until 1891, when he joined the tug *Yakima*, and is still serving as chief engineer.

service of the company, being subsequently sent north as a counter attraction to the *Montana*. There was no change in the personnel of the masters on the ocean steamships in 1867, and among them Captains Chris Dall, J. R. Kelly, Metzger, Bolles, Winsor, Thorn, Scholl, Conner and Godfrey were the best known. Messrs. Woods, Winning, Mannie,[4] Hawley, Odel[5] and others, who afterward became well known engineers, were serving in different capacities on these steamers.

The steamship *Idaho* was built at Bath, Me., in 1866, by Jarvis Patton, who sent the steamer *Montana* to the Coast the preceding year. She was an exceedingly well built vessel, oak, yellow pine and hackmatack entering into her construction, and is said to have cost $250,000. She went directly to the Pacific Coast, and commenced running north in March, 1867, continuing in the trade between San Francisco and all ports of importance as far as Alaska for over twenty years, with the exception of a short period in the Honolulu trade, where she was handled by Captain Floyd and Engineer Hawley.* In 1875 she was transferred, with the rest of the Holladay fleet, to Goodall, Nelson & Co., and remained in their service and that of their successors until 1888, when she was chartered by the Oregon Railway & Navigation Company, who lost her the following year on Race Rocks, near Victoria. When Cornwall put the *Great Republic* on the northern route as an opposition steamer, the *Idaho* was started out as a "chaser," sailing a few days later than her competitor and carrying passengers at $15.00 and $7.50, while the steamer that sailed with the *Republic* was obliged to accept whatever rate the latter made. In 1883 the *Idaho* took the place of the *Eureka*, running to Alaska in command of Capt. James Carroll, and it is owing to this that she is probably better known than through any other service, as she was for many years almost the only means of communication with that remote section. She has been seized several times by the Government during her career on charges of smuggling, but has always succeeded in getting clear. Captains Carroll, Hunter and Wallace were the last officers in command before the Union Pacific chartered the steamer, and Captain Angerstein was in charge when she made her final trip (see wreck of *Idaho*, 1889). The steamer was two hundred and fifteen feet long, thirty-one feet beam, twenty-one feet hold, with engines twenty-one and forty by thirty-four inches. She registered about eight hundred tons.

PHILIP VAN TASSELL

ISAAC ODEL

The *Ajax* was one of the best propellers that had yet appeared on the Portland route. She was built in New York in 1864 for the Government service, and for this reason was put together with unusually heavy timbers, and with all of her machinery below the water line. She performed excellent work on the Eastern coast for a short time, carrying troops to their homes at the close of the war, and soon afterward started for the Pacific in command of Captain Godfrey, with Sampson, chief engineer, and Greer, first assistant. Capt. Chris Dall took her to Portland on her first trip in June, 1867, but he was soon succeeded by Capt. Fred Bolles, who handled her for several years, Capt. James Carroll having been mate with him during this time. Other masters of the steamer were Metzger, Carroll, Floyd, Mackie and Johnson, Mackie taking charge when Bolles went East to bring out the *City of Chester*. The *Ajax* was two hundred and thirty-five feet long, thirty-five feet beam, and twenty-five feet hold; tonnage, one thousand three hundred and fifty-four. She was lost in September, 1890, on Blunt's Reef.

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[4] E. N. Mannie was born in New York in 1837, began running out of that city in 1854, and a year later came to the Pacific Coast, where he served as oiler on the steamer *Sonora*, retaining this position a year, and then joining the steamer *Columbia*. In 1858 he was on the southern routes, but, when Captain Carroll took the *Little California* in the northern trade, Mannie became chief engineer. He subsequently worked for three years as chief engineer on the tugs *Columbia* and *Astoria*, and during his career on the Coast spent fifteen years on the Panama route in the capacity of third, second and first assistant and chief engineer. He is at present living in San Francisco.

[5] Isaac Odel, engineer, was born in Maine in 1843, came to the Pacific Coast in 1867, and served for a year and a half on the steamship *Continental*, leaving her for the *Moses Taylor* running to San Juan. After making a few trips on the southern route, he went into the northern service on the steamers *Ajax* and *Oriflamme*, with which he remained for a year, making a few trips on the *Montana* during this time. He retired from deep water after this service, and subsequently followed his profession on the Sacramento River for eight years, during which he was engaged on the steamers *S. M. Whipple*, *Mary Garratt*, *Centennial*, *Alice Garratt*, *Onward*, *Pride of the River*, *Constance*, *Sonoma*, *Reform*, *Yosemite* and *Amelia*, the two latter afterward becoming well known in British Columbia waters. Mr. Odel has also been employed on the steamship *Newbern* running to Mexico, and on the *St. Paul* running to Alaska. Before going on the Sacramento River he was on the *General McPherson* for a short time, a Government boat running between Alcatraz Island in San Francisco Bay and the mainland. In later years he has been in the San Francisco ferry service on the steamers *Flora Temple*, *Alameda*, *El Capitan*, *Oakland*, *Newark*, *Bay City*, *Transit* and *Thoroughfare*. At different times he has been connected with more than a score of other well known steamers, and has recently served on the steamer *Grace Barton*.

*G. O. Hawley was born in Scotland in 1828, and, after learning his trade, came to the Pacific Coast in 1858. He joined the steamer *Golden Age* soon after his arrival, but left her and spent three years in Mexico. In the spring of 1862 he went to Victoria, first trying his luck in the Cariboo mines, but, not meeting with success, returned to his vocation as second engineer on the steamship *Labouchere*. He soon left this steamer and went East, returning in 1865 on the steamship *Colorado*. Soon after his arrival he joined the *Idaho*, on which he ran to Honolulu. He was subsequently on the steamer *Salinas* as chief for over three years, and afterward in Goodall, Perkins & Co's employ for five years. When Frank Barnard owned the *Wilmington*, Hawley was on her as assistant several times and served as chief engineer of the vessel for about a year. He is at present living in San Francisco and makes occasional trips on the different steamships running out of the Bay City.

The steamship *John L. Stephens* was built in New York in 1852 by Smith and Diamond. She was a sidewheeler, with three decks and the old-fashioned beam engine, and when she first appeared was brigantine rigged. She was regarded as immense in the early days of her career on the northern route. Her dimensions were: length, two hundred and seventy-five feet; beam, forty-one feet; depth of hold, twenty-four feet; tonnage, one thousand eight hundred and thirty-six. Capt. Chris Dall ran her in 1867, and was succeeded by Metzger, Johnson, Bolles, Conner, Mackie, and others. In 1878 the steamer was sold in San Francisco to Sisson, Wallace & Co., to go to Alaska, where she was used as a floating cannery, and on her return was so old and tender that she was retired from service and broken up the following year.

The steamship *California*, known during the early days of her career on the Coast as the *Little California*, and afterward as the *Eureka*, was built at Mystic, Conn., and, after coming round from the East, made her first voyage North in 1866, arriving at Portland in August, in command of Captain Godfrey. The following year she relieved the steamer *Gussie Telfair* on the Portland and Victoria route, making her initial trip in January with Captain Lyons in charge. She remained in this service several years, except at intervals when she ran to Alaska. After Ben Holladay met his Waterloo, and lost his steamship line, he contrived to retain possession of the *California*, and she continued in his service until 1876, when young Ben Holladay disposed of her to P. B. Cornwall, who had the Alaska mail contract, and operated her on that route, connecting at Portland with the steamship *Great Republic* after the opposition started. When the Northern Pacific Railroad was completed between Kalama and Tacoma, the travel by ocean was so light that the steamer paid but small profits, and she eventually made the Sound the southern terminus of her Alaska run. With the end of the Cornwall competition, she was withdrawn for a short time, but reappeared on the Alaska route in 1881 in command of Capt. James Carroll, who ran her until 1883, when he was succeeded by Hunter. In charge of the latter, in April, 1883, while coming through the rapids at Peril Straits at a sixteen-mile gait, she struck on the ledge known as Wyanda Rock, listed over to starboard and slipped off into deep water. Captain Hunter headed her for shore, and, aided by the current, the steamer was driven for all she was worth, grounding just as the engineers and firemen were forced from their posts. Every one landed safely, and, on the arrival of the news at Victoria, a steamer was dispatched with wrecking gear, with which she was raised and towed to Victoria, arriving in June. She ran but little in the Northwest after this accident, but reappeared at Seattle in 1891, taking the place of the *Al-ki* for a few trips, and subsequently sought business south of San Francisco. In addition to the captains above mentioned, the following were in charge while she was on the Northern coast: John Hayes, Charles Thorn, N. L. Rogers, H. M. Gregory,[6] Bolles, Winsor, and Denny. The *California* was built throughout of oak and chestnut and was schooner rigged. Her dimensions were: length, one hundred and sixty-eight feet; beam, twenty feet; depth, fifteen feet; engines, twenty-six by thirty inches.

CAPT. N. L. ROGERS

White-winged peace hovered over the steamboat interests of the Columbia and Willamette River during 1867, and rate-cutting was not indulged in. The People's Transportation Company, having swallowed up its late antagonist, the Willamette Steamboat Company, was operating the steamers *Active* and *Senator* between Portland and Oregon City, the *Reliance*, *Alert* and *Fanny Patton* between the Falls and Corvallis, the *Enterprise* to Eugene, and the *Union* to Yamhill. The Oregon Steam Navigation Company made a good trade with Hale, Crosby & Winsor of Puget Sound, securing the steamer *Josie McNear* and a bonus of $40,000 in exchange for the *New World*, which had always been expensive to operate. The *Josie McNear* was put on the Astoria route, and ran as a mail boat in place of the *John H. Couch* until relieved by the *Okanogan*, the latter steamer coming over the Cascades in February in charge of Capt. Thomas Stump. The *Rainier*, a small sternwheeler, was built at Rainier by John Holland for the Cowlitz Steam Navigation Company, organized in 1867 with the following officers: Dean Blanchard,[7] president;

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[6] Capt. H. M. Gregory is one of the pioneer steamshipmen of the Coast, where he arrived forty years ago, and since that time has been on nearly all of its routes. He was for many years in the Pacific Mail and Holladay's employ, and has commanded several of the famous steamships of early days. When the *Shubrick* was sent north, with headquarters at Astoria, Captain Gregory was her master, and remained with her and her successor, the *Manzanita*, for several years. After leaving the lighthouse service he was captain of the steamers *Truckee* and *Homer* for a while, but at the present time is not actively employed.

[7] Capt. Dean Blanchard of Rainier was born in Madison, Me., in 1832, and came to the Pacific Coast in 1853, arriving in California in the fall of that year, and, going to Oregon the following April, located at St. Helens, which at that time was looked upon as the future great city of the Coast. In 1855 he joined the command of Major Haller and went to Idaho on an Indian fighting expedition, continuing in the service until the force reached California, where he left them and returned to Oregon in the spring of 1856, entering the employ of the quartermaster's department at Vancouver. He remained there a year and then went to St. Helens, where he was elected county auditor and clerk, serving for four years. From this point he returned to Vancouver, but for a short time only, and then removed to Rainier and started in the sawmill and contracting business. He was a leading spirit in all of the opposition steamboat enterprises on the lower river routes, and during the past thirty years has owned or been interested in half a dozen steamers. At the present time he is proprietor of the tug *John West*, which he operates in connection with his wood and lumber business.

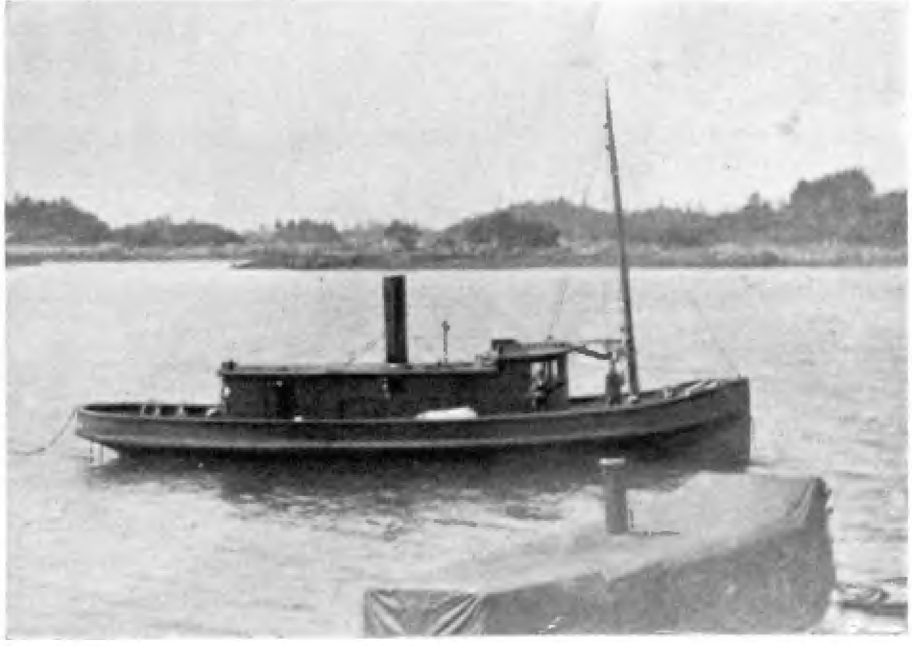
Javan Hall, vice-president; H. H. Pinto, secretary; Ferdinand Schable, treasurer; John R. Jackson, W. B. Gosnell and J. D. Tackaberry, with the above-named officers, forming the Board of Directors. The *Rainier* started on the route between Cowlitz Landing and Monticello in October, 1867, in command of Capt. J. T. Kerns, but was seized by the Government early in the following year and sold to Capt. J. C. Kingsley, Fred Harbaugh and J. G. Toner, who renamed her the *Carrie*. Capt. Kingsley continued her in the trade for which she was designed, for a short time, and then ran her in the jobbing business. In 1870 she was again on the Cowlitz in charge of Capt. James Fisher, this time running through to Portland in opposition to the steamers *Wenat* and *Rescue*, and the following year appeared on the Oregon City route. In 1873 Capt. James Troup made a few trips with her to Vancouver, and in the fall of that year she was sold to the Willamette River Transportation Company. In 1874 she was remodeled at Westport, coming out as a freight and towing steamer, under the ownership of O'Neil, Hall and Armstrong, the latter being master. The *Rainier-Carrie* was eighty-two feet long, eighteen feet beam, and three feet nine inches hold, with engines eight and a quarter by thirty-six inches. On the Tualitin River the *Onward*, the best steamer which had yet disturbed the waters of that stream, was constructed by Capt. Joseph Kellogg and was operated in the interests of the People's Transportation Company with a "Kellogg crew," Capt. Edward Kellogg commanding, with Elisha Kellogg, engineer, and Orrin Kellogg, purser, while Capt. Joseph Kellogg was the principal owner. In 1873 she passed through the Oswego Canal, being the first steamer to go from the Tualitin River to the lake. She was then in charge of Capt. Orrin Kellogg, and the following year was brought down to the Willamette and placed on the Cathlamet route. In 1875 she passed into the hands of the Oregon Steam Navigation Company, who wore her out. The *Onward* was ninety-eight feet long, seventeen feet beam, and four feet hold, with engines ten and a quarter by forty-eight inches. Another small steamer was built at Portland to be used as a trading-boat. She was a diminutive sternwheeler called the *Swallow*, apparently not because of her speed, as she was about the slowest contrivance which had yet appeared in the shape of a steamboat. Her owners were Vallard & Underwood, who afterward sold her to T. M. Arnold, who in turn disposed of her to J. S. Heller. The *Swallow* was forty-five feet long, with eleven feet beam. A small propeller named the *Alpha* was launched at Empire City, and proved a great convenience in carrying passengers and freight and towing on Coos Bay and its tributaries. The *Alpha* was first in charge of Capt. H. H. Luse, but in 1870 Capt. William A. Luse took command and ran her until 1876. She was sixty-five feet long, with a fourteen by twelve inch engine. The *Lewiston*, a small sternwheeler, built at Umatilla for the Snake River business, made her appearance in 1867, but was too small and poorly constructed to cut very much of a figure, and soon withdrew from the upper river. Her owners, Perrin & Clifford, lost money on the venture. The Oregon Steam Navigation Company added no steamers to their fleet on the upper river this year, but those already there were kept busy the greater part of the season. In June the *Yakima* made a run from Celilo to Lewiston, covering the distance in forty-one hours and thirty-five minutes. The Oregon & Montana Transportation Company kept their line open to Montana with the *Mary Moody* and *Missoula*. The *New World*, the finest steamer which had yet appeared on Puget Sound, arrived at Olympia from the Columbia River in February in charge of Capt. Charles Winsor, and a brief period of very warm competition was indulged in with the *Eliza Anderson*, which had been accumulating the sinews of war during several years of prosperity. The *New World* was much more expensive to run than the *Josie McNear*, for which she had been exchanged, and the owners of the *Anderson* had little difficulty in ending the contest. Captain Finch bought her in November and sent her back to California, where the California Steam Navigation Company promptly attached her for breach of contract, the conditions of the sale at the time of her purchase by the Oregon Steam Navigation Company providing that she should be kept out of California waters for ten years. Two steamers of Puget Sound construction, which afterward became quite well known, made their debut in 1867, one of them, the *Ruby*, being still in service at Victoria. The other, the *Chehalis*, began her career on Gray's Harbor. The company which had operated the *Satsall* on the Chehalis River the preceding year launched another steamer bearing the name *Carrie Davis*, which, with the former, furnished the settlers in that vicinity about all the transportation facilities needed; and, although the *Chehalis* tried for nearly three years to fill a long-felt want, she was unsuccessful and returned to the Sound, where she subsequently enjoyed a lucrative business. The *Ruby* was a small propeller of about twenty-five tons burden, built at Snohomish City by Captain Hyde, who ran her beween Seattle and Snohomish for a short time, and then sold her to Meiggs & Gawley, who used her for years as a ferry between Port Madison and Seattle. Among her captains were Andrew Belmont, now in the employ of the Oregon Railway & Navigation Company at Portland, Thomas Wilson, deceased, J. B. Libby,

CAPT. DEAN BLANCHARD

John Farnham,[8] E. F. Bucklin, and others. In 1879 she was bought in by Dexter Horton & Co., and afterward used as a freight and jobbing steamer, finally being purchased by Victoria parties, who registered her under the British flag.

CAPT. CURTIS D. BROWNFIELD

The *Chehalis* was a small sternwheeler, built at Tumwater in 1867 by H. H. Hyde, and after a disastrous experience on the Chehalis River was operated between Snohomish, Port Gamble and Ludlow. She was subsequently sold to the Black Diamond Coal Company and used for towing barges on the lake, Captain Huffner and William Bailey, who was afterward killed on the *Biz*, commanding. Brittain & Brennan then bought her and used her on the Skagit. She was the first steamer that ever went up as far as Portage Rapids, and the first to ascend Sauk River. Captains Daniel Benson, Curtis D. Brownfield,[9] and Robert Bailey, had charge of her while she was on the Skagit, and Capt. Hiram Olney ran her on the Seattle and Olympia route. She did good service until November, 1882, when she was caught in a gale while *en route* from Snohomish to Seattle, in command of Capt. W. F. Munroe, and, becoming unmanageable, was blown stern on to the beach near Ten Mile Point. The vessel was a total loss, and her cargo was strewn along the shore for a distance of ten miles. The *Chehalis* was equipped with the engines which were originally in William Moore's Fraser River steamer *Henrietta*.



STEAMER "ROSE," FORMERLY THE "BARANOFF"
First steamer built in Alaska

The Alaska steam fleet had three representatives on the waters of Puget Sound and British Columbia in 1867, the most important of which was the *Politkofsky*. The Russian steamer *Alexander* also made two trips to Victoria on business in connection with the transfer of the territory of Alaska to the United States, and the steamer *Rose*,[10] built at Sitka this year, came down as far as Victoria. The unfortunate steamer *Cariboo*, bought and repaired by McDougal brothers of Victoria, reappeared under command of Captain Frain,[11] with an addition to her name, and for the last quarter of a century has been prominent in marine circles as the *Cariboo and Fly*. The steamer *Diana*, Capt. Tom Wright, had the postal contract between Victoria and San Juan Island, receiving $6,000 per year from the Department, and in addition to her services as a mail boat made a great many trips on the Sound with Government officials, and in October took the members of the Alaska Commission to Fort Simpson. The *Leviathan*, which had sported in the waters of the Columbia for a long time, was placed under the British flag again. The steamer *Fidelater* was sold to the Russian Fur Company in

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[8] Capt. John Farnham was born in Maine in 1820 and went to sea from Charleston, S. C., in 1832. During the Crimean War he was on the ship *Titan*, an American vessel chartered by the French to run from Marseilles to Balaklava. He remained with the *Titan* in that service for three years, and then sailed on her to Australia and South American ports until she foundered off the coast of Peru. On returning to New York he shipped for China on the *Marmion*, afterward lost off Cape Flattery. He left her in Hongkong, and ran for a short time on the sidewheel steamer *Token*, between Hongkong and Shanghai, where he subsequently followed the shipbuilding trade for five years. He came to Puget Sound in 1865 and entered the employ of the Port Madison Mills, and, while in their service, commanded the *Phantom*, *Ruby*, and other steamers. He retired from the water about eight years ago and is now living in Seattle.

[9] Capt. Curtis D. Brownfield of Seattle was born in Missouri in 1850 and started for the Northwest when but a boy. His first marine experience in this region was on the schooner *Spray* in 1865, and since that time he has been almost continuously in the business. He ran the steamer *Comet* on White River, on which route she was the first to make a success, and also on the Nootsack, where she was the pioneer. Captain Brownfield also operated the steamer *Clara* on Lake Union, and at different times during his career on the Sound has been connected with the steamers *J. B. Libby*, *Chehalis*, *Wenat*, *Otter* (little), *Teaser*, *Despatch*, *Nellie*, *City of Quincy*, *Washington*, *W. F. Munroe*, and many others. When the Oregon Railway & Navigation Company withdrew from the Sound, he purchased the old *Idaho* and after fitting her up started her out again as a passenger steamer, but soon afterward sold her to Captain Hastings. A short time ago he secured the steamer *Island Belle*, which he placed on the route from Tacoma to Bellingham Bay. He was one of the first steamboatmen in the Northwest to undertake the organization of a harbor of the Brotherhood of Pilots, and organized Harbors 22 and 23 at Portland and Astoria.

[10] The steamer *Rose* was built at Sitka in 1862 by the Russian officers then stationed there. She was christened the *Baranoff* and under that name played quite an important part in the closing history of Russian supremacy in the land of the midnight sun. In 1871 she was purchased by Allen Francis, British consul at Victoria, who remodeled her, removing the sidewheels and fitting her with a propeller. She was named the *Rose* and placed in the Alaska fur trade, which she followed until 1873, but, this not proving profitable, she was transferred to the Island route on Puget Sound, carrying the mail. In the fall of 1873 she returned to Alaska and entered the trading business, continuing with the Alaska Oil & Guano Company for many years.

[11] Capt. James Frain was one of the pioneer navigators on Coos Bay and the Umpqua, going from there to British Columbia, where he ran the *Cariboo and Fly*, and several other steamers on Fraser River and British Columbia waters. At the time of his mysterious death in 1871 he was owner of the steamer *Emily Harris*.

July, and in command of Captain Erskine went on the Alaska route. The steamer *Mumford*, built by the telegraph company in 1866, was running on the Fraser. In December, Captains Gardiner, Titcomb and Pamphlet were appointed pilots for the ports of Victoria, Esquimalt, Burrard's Inlet and Nanaimo. The latter point had attained considerable importance in the commercial world through its coal shipments, which amounted to 31,174 tons during the year. Single cargoes, however, could not have been very heavy, as the records show that this amount was taken away in ten ships, six barks, two brigs, one hundred and forty-six steamers, sixty-eight schooners, and thirty-nine sloops. The brig *Robert Cowan*, the largest vessel yet constructed in the colony, was launched at Sooke, B. C., September 20th. Her dimensions were: length, one hundred and ten feet; beam, twenty-eight feet; depth of hold, nine feet six inches. With the exception of the steamers mentioned and a few small schooners on the Columbia, this was the only building event of any importance in the Northwest.

The tug *Cyrus Walker* appeared in a new *rôle* in the summer of 1867. In charge of Captain Gove and Engineer Williamson, she was dispatched to Neah Bay to quell a disturbance among the Indians. A Clallam Indian had been killed by one of the Neah Bay tribe, and, when the agent arrested the murderer, his tribesmen forcibly released him. A messenger was sent to Steilacoom, and a lieutenant, surgeon and thirty-two privates were sent to Port Gamble by the *Eliza Anderson*. At this point they boarded the *Cyrus Walker*, equipped her with a couple of howitzers, and started for Neah Bay, arriving at the Indian camp at daylight. The lieutenant and twenty men landed, but before reaching the camp a kloochman gave the alarm, and the Indians fled to the woods. The howitzers were trained on them, and several were wounded. These, with other captives, were conveyed to Tatoosh Island, where word was sent to the chief. He came on board with about sixty of his followers, and they were promptly made prisoners in the lower hold. The chief was informed that, if he would give up the culprit and his rescuers and promise not to molest the agent, they would be released. After some parleying he consented, and in about two hours two of the guilty men and a brother of the murderer were surrendered. They were taken to Steilacoom, where they wore a ball and chain for several months. This was the *Walker's* first and only experience as a man-of-war.

CAPT. J. D. MUNSON

The fleet of sailing vessels in the lumber trade to the Sound and going to Victoria with cargo was increased by several newcomers, among them the barks *Aid* and *Byzantium* from London, the ship *Garamara* from Liverpool, *Parasian* from New Zealand, *Trebolgan*, *Shooting Star*, and a number of others from China. The sailing vessels plying coastwise carried 90,997,705 feet of lumber from Puget Sound to San Francisco and 15,710,000 feet from the Columbia River to the same port. The Tillamook schooner *J. C. Champion* took to Portland among other cargo, in October, several hundred pounds of beeswax which had been found on the beach near the Nehalem River, and which was supposed to have come from the wreck mentioned as occurring about 1772. The year 1867 was a disastrous one for many of the coasting fleet, and, though the sacrifice of life was light, the property loss was considerable. Among the more prominent vessels which met their fate was the bark *Golden Gate*, belonging to the Russian-American Telegraph Company, caught in the ice and crushed near the mouth of the Anadyr River, the vessel becoming a total wreck, though the crew were saved. Capt. Paul Corno, who was unfortunate enough to lose the bark *Industry* in 1865, met with another severe loss in 1866, when the bark *W. B. Scranton* was wrecked on the same spit where the *Industry* stranded the preceding year. The *Scranton* was *en route* from San Francisco to Portland with 810 tons of freight, valued at $200,000, and in attempting to sail in May 5th the wind failed, and she drifted on the spit, striking heavily at 10:00 A. M. Captain Munson,[12] the lighthouse keeper at Cape Hancock, went to the rescue with a lifeboat, and Captain Corno's wife, and Miss Brown, a passenger, were taken ashore. The crew remained on board until night, when they were all rescued and the bark abandoned. A swell came on in the afternoon, and the vessel broke up in less than twenty-four hours after she struck. Knapp, Burrell & Co., the Portland implement dealers, had $30,000 worth of farm machinery aboard. Two or three threshing machines which reached shore in a damaged condition were about all that was saved from the valuable cargo. The

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[12] Capt. J. D. Munson, who has spent nearly a third of a century in the lighthouse service at the mouth of the Columbia, was born in New York in 1828 and came to Shoalwater Bay in 1859, engaging in the fishing and oyster business for about five years, going to Astoria in 1864. The following year he took charge of the lighthouse at Cape Disappointment, where he found that the only means of saving life in case of shipwreck was with an old boat which had been neglected until it was almost useless. With the assistance of some Astorians he repaired it, and when the *Scranton* was lost it was the means of saving several people. At the time of the accident Munson manned the boat with two of his lighthouse assistants, two men from the Government tug, and two soldiers, and was thus enabled to rescue all on board of the bark, who would otherwise have met the fate which befell the unfortunate victims of the *Industry* disaster. When the bark *Architect* was wrecked at Point Adams, Mr. Munson saved her crew with the same boat. He remained in charge at Cape Disappointment for twelve years and then went to Astoria, where he built the steamer *Magnet*, which he ran for three years. He sold her in 1880 and returned to the lighthouse service, taking charge of the station at Point Adams, where he has since remained. J. D. Munson is the father of Fred Munson, a well known Astoria engineer.

Scranton cost $25,000 and was insured for $9,000. Captain Corno had expended over $6,000 in repairs before leaving San Francisco on his last trip, and the disaster was a serious one for him, following as it did so closely upon his other misfortunes. He was one of the pioneers in the coasting sailing business, and with the old brig *Susan Abigal* had acquired a competence in the early fifties, but left her to return East, where he built the *Industry*. This disaster and his unprofitable experience with the tug *Rabboni* made serious inroads upon his wealth, and when the *Scranton* went to pieces Corno lost heart, and, although he spent many years operating in a small way along the coast, he never regained his fortune.

The American bark *Lizzie Boggs*, Captain Townsend, from San Francisco for Port Discovery, was wrecked near Cape Flattery in September. She left San Francisco, August 31st, and made a quick run up the coast until about ten miles south of the cape, where she went ashore during a dense fog and was knocked to pieces in a few hours. The crew escaped in boats and made their way to Neah Bay, from which place they were taken to Victoria by the Hawaiian bark *Ava*. The American ship *Ellen Foster*, Captain Anderson, from Callao for Utsalady, was wrecked in Neah Bay in December. The vessel sighted Cape Flattery at 9:00 A. M., December 21st, but a strong east wind kept her from making any headway until the next morning, when she caught a light northeaster which sent her twenty miles up the Straits by noon. Here she encountered a hurricane from east southeast and ran for Neah Bay, anchoring in nine fathoms of water; but both anchors would not hold her, and she dragged to the reef, striking at 3:00 P. M. and beginning to break up at once. The crew reached shore in the lifeboat and on the twenty-ninth were taken to Port Townsend by the tug *Cyrus Walker*. The schooner *Meg Merrilles*, from Whidby Island for Victoria with a cargo of produce, struck a rock off Victoria harbor in February and was soon destroyed, the crew reaching shore in a small boat. The schooner was valued at $3,000, and had seventy tons of cargo, all of which was lost. The pioneer bark *Nahumkeag*, one of the first vessels of the Northwestern fleet, met an untimely end in Drake's Bay in April. She was *en route* from Humboldt to San Francisco in command of Captain Knight, and ran into the bay for shelter, but her anchors failed to hold and she was driven ashore a total loss.

Captain Bartlett — Captain Blackstone — Capt. Joseph Snow — Capt. Joseph Williams — Captain Walker

Well Known Masters in Sailing Fleet of the Sixties

The rapid development of the agricultural resources of the Willamette Valley, and the absence of railroads or other means of transportation except by river, produced a large and profitable traffic for the steamers, which, with the exception of brief intervals of short-lived opposition, were controlled by that pioneer monopoly of the upper Willamette, the People's Transportation Company, for many years. This corporation, which had expended thousands of dollars in constructing the basin at Oregon City, enabling them to handle freight more cheaply and with greater dispatch than any of their competitors, discouraged the inauguration of any serious competition as long as they held the key to the situation on the upper Willamette. An effort to do away with this monopoly was made in 1868 by the Willamette Falls Canal & Locks Company, an organization formed for the purpose of building a canal and locks at Oregon City, to permit steamers to ascend the river from Portland to its headwaters without difficulty. The Oregon Legislature made an appropriation of $60,000 in aid of the undertaking, and the company started with a capitalization of $30,000, with the following officers: B. Goldsmith of Portland, president; J. K. Kelly of The Dalles, vice-president; S. Huelat of Oregon City, secretary; O. Humason of The Dalles, Joseph Teal of Portland, John F. Miller of Salem, and D. P. Thompson of Oregon City, directors in addition to the officials first mentioned. Work was commenced at once and as rapidly as possible conducted to a successful termination. The prospects for an approaching end to their control of the river had no apparent effect on the People's Transportation Company, and they continued to build new steamers and to repair the old ones, adding to their fleet the fine steamers *Albany* and *Dayton* in 1868. The steamer *Albany* was a sternwheeler, one hundred and twenty-six feet long, twenty-seven feet beam, and three feet six inches depth of hold, with engines sixteen by fifty inches. She was constructed at Canemah, and J. D. Miller and George A. Pease were her first captains. She operated on the upper Willamette until 1875, most of the time in command of Captains George Jerome and A. Vickers, the latter sinking her in January, 1875, at the mouth of the Long Tom, where she was abandoned and became a total loss. The *Dayton* was built at Canemah in 1868, and was equipped with machinery from the old *Rival*. Her first commander was J. T. Apperson, who was succeeded by George Jerome, L. E. Pratt and Joseph Kellogg, the latter securing control of the steamer after the Oregon Steamship Company retired from business. The *Dayton* was one hundred and seventeen feet long, twenty feet beam, and four feet six inches hold. She remained in active service until about 1881.

The steamer *Success* was launched at Canemah, July 15, 1868. Her owners were Capt. E. W. Baughman, D. P. Thompson and J. Winston, Baughman owning a controlling interest. She was a light-draft boat, but was far from a success financially, and in February, 1869, passed into the hands of the People's Transportation Company, who continued her on the upper Willamette, in command of Captains John W. Cochrane, George Jerome and James Wilson.[13] Her last work on the river was in the service of the Oregon Steamship Company a short time before that corporation went out of existence. She was at this time in charge of Capt. Dan Tackaberry. Her dimensions were: length, one hundred and thirty-two feet; beam, twenty-five feet; depth of hold, four feet; with engines sixteen by forty-eight inches. The little steamer *Lewiston*, which was brought down from Snake River, was taken over the falls through the basin and operated on the upper Willamette, where she was renamed the *Ann*, running from Albany to Eugene in conjunction with the *Success*. Below Oregon City the new line connected for a short time with the *Wenat*, which made her first appearance this year. She was a diminutive sternwheeler, equipped with the machinery from the old steamer *Cowlitz*. On completion she was operated on the Cowlitz in charge of Capt. A. Boone, but after a short time was sold by the sheriff to Capt. Joseph Kellogg for $3,000, and in May, 1869, was put back on the Monticello route, carrying passengers from Portland for fifty cents and freight for one dollar per ton. Capt. J. N. Fisher succeeded Boone as master, and in 1870 Capt. W. H. Smith took command and ran her for several years. In 1874 Captain Kellogg operated her on the Columbia as far as the Sandy, but her owners received a good offer and sold her in 1870 to Capt. J. C. Brittain of Seattle, who took her around in safety the same year and used her in the White River trade. She was also engaged in towing barges for the Seattle Coal Company. Her last service was on the Skagit route in 1878. During the few years spent on the Sound she was sunk four times. The last accident occurred in March, 1878, and was of such a serious nature that she was never repaired, but was disposed of for $1,700 to J. H. Moss, who removed the engines and placed them in another steamer. The *Wenat* was seventy-six feet long, seventeen feet six inches beam, three feet six inches hold, with engines eight and one-quarter by thirty-six inches.

Communication by steamer was opened in May, 1868, between Astoria and Ilwaco at the mouth of the Columbia, the *U. S. Grant* having been the pioneer on the route, which is now so well known to the thousands of "seasiders" who visit the ocean-beach resorts north of the Columbia. The steamer was owned and operated by Capt. J. H. D. Gray, formerly in the employ of the Oregon Steam Navigation Company, and, while she did not carry so many passengers as some of her successors, she was a great convenience to the residents of that isolated section. The Oregon Steam Navigation Company was undisturbed on the Columbia during 1868, and no new steamers appeared on that stream above the mouth of the Willamette. The *Okanogan* ran to Astoria, and the *Rescue* was on the Cowlitz route. The *Fannie Troup*, Captain Turnbull, was running to Vancouver with no opposition.

The traffic between Portland, Victoria and Puget Sound ports had become of sufficient importance to warrant a regular steamer, and in 1868 Jacob Kamm purchased the steamship *George S. Wright* and started her in what proved a very profitable trade. Up to this time the business had been handled by the steamships of the Holladay line on their trips to the Sound by way of the Columbia River, and when Kamm's plans became known the Holladay people promptly dispatched the *Active* on the same mission, both steamers remaining on this and the Alaska route for several years. Navigation of the Columbia and Willamette rivers was practically suspended for the first two months of 1868, and for a period of fifty-one days no deep-water steamers were able to reach Portland on account of the heavy ice, although for a good portion of the time they could go up as far as Cathlamet and Oak Point without much difficulty. The ocean steamships on the Northern routes in 1868 were: the *Ajax*, *California*, *Continental*, *Oriflamme*, *Del Norte*, *Pacific* and *John L. Stephens*, the latter vessel going to Alaska several times with troops and Government supplies. The steamer *Constantine*, which had been registered under the American flag, also made a few trips between Victoria and San Francisco. The United States surveying steamer *Katie*, in charge of Captain Bean, spent some weeks at the mouth of the Columbia River surveying and locating buoys and afterward went to Puget Sound. The steamer *New World*, which had been expected to break up the monopoly of the *Eliza Anderson* on the Sound, this year followed in the wake of her predecessors and was bought in by the owners of the *Anderson* and sent to San Francisco in command of Capt. Leon Smith, taking with her as cargo the equipments and machinery saved from the wreck of the United States steamer *Suwannee*. Two other well known steamers left British Columbia waters for San Francisco, the telegraph company's *Mumford*, which had spent the preceding year on the Fraser, going down in June in tow of the steamship *California*, and the famous *Diana* leaving in October in charge of Capt. Leon Smith. Puget Sound's pioneer tugboat, the *Resolute*, went skyward in a terrible explosion in August, six people losing their lives. Her place was filled by the arrival of the tug *Merrimac* from San Francisco and the completion of the fine new tug *Favorite* at Utsalady in October, the latter vessel being still afloat and in good order. Another fine tugboat, the *Escort*, was launched at Coos Bay and proceeded to San Francisco under sail to be fitted with machinery. In British Columbia the lake steamer *Prince of Wales* was dismantled to furnish power for the new *Victoria*, under construction at Quesnelmouth to run between that place and Big Bar on the upper Fraser. On Kamloops Lake, Capt. August Menenteau was running the steamer *Kamloops*, a small sternwheeler of which he was master, engineer and most of the crew, spending the greater part of the time in the engine-room and steering the boat with lines leading up to the pilot-house.

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[13] Capt. James Wilson was born in France in 1827, and arrived at Portland in 1852 on the schooner *Emhous*, and with Capt. John Wolfe, who came on the same vessel, went as deckhand on the steamer *Multnomah*, Captain Fauntleroy, for eighteen months. Captain Wilson then visited the mines, and after returning was on the steamer *Portland*, remaining there for three or four years, and then going to the upper Columbia on the steamers *Mary* and *Hassalo*, where he worked until 1859, at which time he sailed a schooner between the Cascades and The Dalles for about six months. He then went to Celilo and ran as fireman on the steamer *Colonel Wright*, Capt. Len White, and afterward, until August, 1860, was with Captain McNulty on the middle river, leaving there for the steamer *Onward*, on the upper Willamette, with Capt. George Pease. After firing on the *Surprise*, *Relief* and other steamers for about three years, he joined the *Enterprise*, serving as mate and pilot for six years. In 1870 he was successively in command of the steamers *Reliance*, *Echo*, *Success*, *Albany* and *Alice*. When the People's Transportation Company sold out, he entered Holladay's employ, continuing with him and his successors until 1889, with the exception of a short time in 1883, when he was master of a construction steamer for the Canadian Pacific Railway Company on the Fraser River. He is at present living at Clackamas, Or.

CAPT. GEORGE MARCHANT

A new contract was made in September between the Crown Colony and the California, Oregon & Mexico Steamship Company, by which the latter was to receive a subsidy of $1,000 per month for the mail and was to run one monthly steamship direct between San Francisco and Victoria and two by way of Portland, with additional steamers if the trade demanded them, the passenger rates to be: cabin, $40; steerage, $15. The California, Oregon & Mexico Steamship Company was a power in the land at this period and had control of the postal contracts on nearly every coast route of importance between Mexico and Alaska. In consideration of valuable concessions, the steamship company made the Mexican Government a present of the old steamship *Panama*, completely fitted out for a revenue and transport steamer, and the Mexicans put her in commission on the west coast under the name *Juarez*. The *Beaver*, now past her thirty-second birthday, was in the service of the Government surveying in the North, Capt. George Marchant,[14] in after years the last master of the old craft, being one of the crew. The abandonment of the Russian-American telegraph project withdrew from Northwestern waters several vessels which had been there for the past three years in connection with that scheme, and in the fall the ships *Egmont* and *Nightingale* took aboard all of the material and sailed from Victoria for New York.

CAPT. JAMES MCINTYRE

The coasting fleet during 1868 was so much larger than that of any previous year, that a complete list of those best known in this trade is herewith given, with names of masters: to Puget Sound, ships *David Hoadley*, Balch; *Nicholas Biddle*, Arey; *Aureola*, Ross; *John L. Dimick*, Winchell; *Elizabeth Kimball*, Bunker; *Helois*, Nickels; *Mary Glover*, Miller; *Samoset*, Greenlief; *Marmion*, Boyd; *John Jay*, Hughes; *Winged Arrow*, Sands; *Coquimbo*, Stevens; *Atalanta*, Barnes; barks *Goldhunter*, Farnham; *Milan*, Snow; *Jenny Pitts*, White; *Rival*, Revell; *Chasca*, Smith; *Iconium*, Mulgrove; *General Cobb*, Spear; *Christopher Mitchell*, Paulsen; *Florence*, Coley; *Architect*, Thompson; *Scotland*, Alexander; *Moneynick*, Marshall; *Leonore*, Ford; *Adelaide Cooper*, Bean; *Ocean Spray*, Metzger; *Mary*, Hanson; *Vidette*, Merritt; *Delaware*, Shillaber; *Onward*, Kinney; *Fremont*, McLellan; *Glimpse*, Burns; *Gem of the Ocean*, Mitchell; *Caroline Read*, Hinds; *Legal Tender*, Wiley; *Oakland*, Batchelder; *Revere*, McIntyre;[15] *Vernon*, Keller; *Carlotta*, Black; *Oakhill*,

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[14] Capt. George Marchant was born in Cornwall, England, in 1845, and, as soon as he became old enough to go to sea, began sailing out of English ports on deep-water ships to all parts of the world. He arrived in British Columbia in 1867 and found employment on a vessel which, in that comparatively early day, was termed the *old* steamer *Beaver*. The pioneer craft was at that time engaged in the geodetic service, for which purpose she was under charter to the British Government. Marchant remained with the *Beaver* until 1871, then engaged in mining for a year, and, on returning to the marine business, took command of the *Union*, mention of which is made elsewhere. After leaving this peculiar steamer, he again joined the *Beaver*, running with her at different times for over twenty years, and having his name inseparably connected with this vessel of world-wide fame through being the last man in command. Since the loss of the *Beaver*, Captain Marchant has been employed on several small steamers running out of Victoria.

[15] Capt. James McIntyre, born in Scotland in 1832, arrived in Victoria in 1854 as second officer of the East India ship *Marquis of Bute*, under charter to the Hudson's Bay Company. He left the ship at this point and went to San Francisco, and from there to the Society Islands, where he traded for a number of years. He returned to San Francisco in 1858, and, a year later, took command of the bark *Ann Parry*, owned by Capt. George Chase. On this vessel and the *Massachusetts* he remained until 1866, leaving Captain Chase's employ to take the ship *Revere*, which he sailed for nearly twenty years. He went from her to the ship *Richard III.*, which he commanded for six years, and took charge of the steamer *Costa Rica* in the Nanaimo coal trade about six years ago, and is still in that service.

Gove; *D. M. Hall*, Reynolds; *Sampson*, Howe; *W. A. Banks*, Nickels; *Brontes*, Van Name; barkentines *Free Trade*, Buddington; *Jane A. Falkenberg*, Gregg; *Grace Roberts*, Glidden; *Victor*, Greenlief; *W. H. Gawley*, Boyd; *Emma Augusta*, Higgins; brigs *I. B. Lunt*, Stoddart; *Orient*, Lennan; *Tanner*, McCarty; *T. W. Lucas*, Friend; *Moneta*, Bursley; *Crimea*, Lassen; *Hidalgo*, McAllep; schooners *Parallel*, Johnson; *Forest King*, Ackley; *A. P. Jordan*, Higgins. A few of these vessels carried occasional cargoes of coal from Bellingham Bay, and the following made several trips in the trade between the Bay and San Francisco: barks *Amethyst*, Swenson; *Nestor*, Bearse; *Torrent*, Carleton; *Camden*, Mitchell; and *Kutosoff*, Robinson. In the Nanaimo coal traffic were the ships *El Dorado*, Plumme; *Isaac Jeans*, Boyling; *Grace Darling*, Gibbs; *Fanny*, Arthur; *Dublin*, Blevin; *Shooting Star*, Peck; *Flying Eagle*, Hayes. The brigs *Commodore*, Robertson, and *Orient*, and the bark *Vidette*, Captain Gatter,[16] carried several lumber cargoes from the Moodyville Mills. Some of the above mentioned made occasional voyages to Coos Bay and the Umpqua, and in addition the following were in the coal and lumber business: barks *Narramissic*, Allen; *Charles Devens*, Gilman; brigs *Hugh Barclay*, Pray; *Francisco*, Greene; *Koloa*, Williams; *Advance*, Berry; *Kentucky*, Elliston; *Lucy Ann*, Chester;[17] *Admiral*, Newbury; *Sheet Anchor*, Butler;[18] *Perpetua*, Thornquist; *Mary A. Read*, Johnson; *Monitor*, Frost; *Arago*, McAllep;[19] barkentine *Melancthon*, Patterson; schooners *Legal Tender*, Hardwick; *Cora*, Knacke; *Dreadnaught*, Perriman; *Bunkalation*, Morrison; *John Bright*, Swain; *B. H. Ramsdell*, Tufts; *Louisa Morrison*, Howlett; *Enterprise*, Camman. To the Umpqua, bark *Sam Merritt*, Trask; schooners *W. F. Bowne*, Hughes; *Pacific*, Gage; *Bobolink*, Hughes; *Enterprise* and *Alaska*. The schooners running between San Francisco and Shoalwater Bay were engaged mostly in the oyster traffic, and the best known vessels were the *Sarah Louise*, Jones; *Potter*, Jones; *Ada May*, Anderson;[20] *Leah*, Foster; *Ann Eliza*, Winant;[21] and *John and Samuel*, Bowden. The *Ann Eliza*, and the *Mist*, Captain Hoxie, also made a few trips to Yaquina. No coal and but little lumber being shipped from the Columbia, sailing coasters seldom visited the river, and the few vessels engaged in the trade were dependent principally on the inward freight, which in those

CAPT. FRANK W. GATTER

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[16] Capt. Frank W. Gatter was born in New York in 1843, when quite young went to sea on a packet-ship sailing between New York and Liverpool, in which service he remained for four years, and then went as mate on a bark running to the La Plata. In 1859 he came to California on the ship *Good Hope*, which subsequently went to Calcutta, where the vessel took a cargo of coolies to the coffee plantations, sailing thence to Savannah, Ga., where she arrived a few days before Sumter was fired upon, receiving twenty-four hours' notice to leave or be confiscated. Captain Gatter was offered a position on the Confederate cruiser *Petrel*, which was afterward sunk by the frigate *St. Lawrence*, but refused to serve under that flag, went to New York and enlisted in the United States Navy on the frigate *Roanoke*. After the battle between the *Merrimac* and *Monitor*, the *Roanoke* joined the Mississippi squadron, and Gatter went through from Fort Henry to Donelson and Vicksburg. In 1863 he was discharged, after a medical examination, and in 1864 came to the Pacific Coast, where he has since remained. In 1869 he began commanding vessels engaged in the coasting trade, the old bark *Glimpse* and the *Vidette* being the best known of the sailing craft of which he had charge. When the Northern Pacific Steamship Company commenced operations on the Sound, Captain Gatter was appointed Sound pilot for their steamships, and has since held that position. He is an active member of the Brotherhood of American Pilots, and was First Pilot of Harbor No. 16.

[17] Capt. Martin F. Chester was born in New Brunswick in 1846 and went to sea in boyhood. At the age of fourteen he met with a rough experience, being the only survivor of a schooner crew of nine men wrecked in the Bay of Biscay. Young Chester floated all night on the bottom of a boat, but was picked up the next day and landed at Madeira, whence he was sent to Liverpool by the British consul. His first work after his arrival on the Pacific Coast was on the old bark *Christopher Mitchell*. He continued sailing North in subordinate capacities until 1867, when he was put in command of the brig *Lucy Ann*, from San Francisco to Humboldt. He was next on the schooner *Alida* and the brig *Sheet Anchor*, in the Coos Bay coal trade, going from there to the schooner *Superior*, running between San Francisco and the Columbia River, and next to the schooner *A. P. Jordan*, from Humboldt to southern ports. For a short time he was on the *Eclipse*, at that period the largest schooner on the Coast, and subsequently took the bark *J. W. Seaver* for a few trips, eventually returning to the *Eclipse*, where he remained for nine years. He left this command to build the schooner *Halcyon*, which he disposed of and retired. Three years later he embarked again and served on coasting steam vessels most of the time as first officer, except for a period of two years as master of the steamer *Lakme*. Captain Chester holds first-class licenses on Puget Sound from Tacoma to the sea, and on Gray's Harbor and coastwise to Alaska. He is at present living at San Francisco.

[18] Capt. C. H. Butler was born in Maine in 1841. He began his seagoing career when quite young, and spent fifteen years on the Atlantic Coast, mostly in the European and West India trade as mate. In 1867 he went to the Pacific and served between San Francisco and Coos Bay as master of the brig *Sheet Anchor*. He was afterward connected with the brig *Arago*, schooner *Gotama*, in which vessel he was part owner, and the steamers *Eastport*, *Empire*, and *Gussie Telfair*. When the latter was lost in 1880 he retired to a farm for a year, and then went to San Francisco and built the schooner *Beulah*. He subsequently returned to the *Empire*, running north from San Francisco to British Columbia ports, the Sound, Columbia River, and Coos Bay. In 1891 he built the steamer *Homer* at Coquille, Or., and ran her for a year. He then abandoned the water and is now living at Arago, Or.

[19] Capt. William J. McAllep, of the schooner *Corona*, was born in Lubec, Me., came to the Northwest in 1864, and has been sailing out of San Francisco since that time, his first schooner being the *Golden State*. From her he went as mate of the bark *Ork*, and two years later took command of the brig *Arago*. Since then he has been master of the following vessels: barkentine *Occident*, which was lost on Coos Bay, barkentine *Melancthon*, schooners *Enterprise*, *Sparrow*, *Trustee*, and *Corona*, owning an interest in the latter. Captain McAllep has been in the employ of A. M. Simpson for twenty-two and of Hall Brothers for eleven years.

[20] Capt. Caspar H. Anderson of San Francisco was born in Denmark in 1844, and commenced his marine service in 1858 as a boy on the topsail schooner *Hygeia*, reaching the United States in 1861, and after a couple of trips to the West Indies came to the

days was not handled as cheaply by the steamers as at present. The fleet running into the Columbia included the barks *Zephyr*, Trask; *Helen W. Almy*, Freeman; *Almatia*, Richardson; *Live Yankee*, Wiggin; *Occident*, Simpson; *Whistler*, Fuller; *Rainier*, Hayden; and the brigs *Brewster*, Corno, and *North Star*, Crowell. Other sailing vessels made occasional voyages there, but the business in this line was small compared to that of Puget Sound, which had over thirty vessels enrolled in that district and thirty-nine others making regular trips. This large fleet, together with nearly as great a number of ships coming from foreign ports for lumber, made business good for towboats and pilots wherever these modern necessities could be found, and a bill passed the Washington Legislature for the appointment of a board and the establishment of a regular pilot service. The Victoria men built a stanch new schooner for their use in boarding inbound ships, and, with the presence of several tugboats on both sides of the line, shipping was well attended to. The Columbia River cleared its first grain vessel in 1868, the *Helen Angier*, having been the pioneer in this trade destined in after years to be the means of disbursing millions of dollars among tugs, pilots and the purveyors of marine supplies. The most important arrival of the year at Portland was that of the bark *Sallie Brown* from New York, the pioneer in a new line established by A. S. Mercer, who had made himself famous by bringing a cargo of women from the East a few years before. It had been five years since any sailing vessel had arrived at Portland direct from New York, and the *Sallie Brown* was accorded a hearty welcome. She was one hundred and seventy days on the voyage, and on arrival was loaded with flour and wheat and started back to the port from whence she came. Another noteworthy arrival of questionable value to the country was that of the French ship *Jennie Alice*, which reached Portland from Hongkong with four hundred and thirty Chinese passengers, the first shipload ever brought direct to the Northwest, but unfortunately not the last. Several pretentious sailing vessels were set afloat in 1868, it having become a generally accepted fact that this portion of the country could furnish the material for almost any kind of a marine craft. From Coos Bay the barkentine *Melancthon*, built at that point in 1867, made her maiden trip to San Francisco in command of Captain Patterson, who is still sailing up and down the coast. At Port Orchard the barkentine *Grace Roberts*, 269 tons net register, was constructed at a cost of nearly $30,000, and at Port Madison the schooner *Elida*, of 179 tons register, was launched in the fall for her master, Oloff Mattson. A schooner of 125 tons register, named the *Favorite*, was built at Sooke, B. C., for Captain McKay, and the small schooner *Bunkalation* was added to the fleet turned out at the yards on Coos Bay. At Vancouver, Wash., a hundred-ton schooner was completed for James Crawford and J. C. Durgin, but was used mostly on the river for carrying wood and Government supplies to Fort Canby. Barratry cases were not of frequent occurrence in the Northwest, and their rarity made them all the more conspicuous when brought to public notice. One of the most notable on record was that of the schooner *S. S. Bailey*, which sailed from San Francisco for Victoria in the spring and was not heard of for many months. After waiting nearly a year without tidings of the vessel, the insurance was paid. Shortly afterward a report reached California that the schooner had been seen at a New Zealand port. An investigation followed, which resulted in the capture of Captain Robbins, who had left San Francisco in command of the schooner. He was found in Melbourne, and, after being jailed, told the whole story. Prior to leaving San Francisco he had arranged with a commission man named Rinehart to partly load the vessel with stone and rubbish, and then take in a showing of

CAPT. CASPAR H. ANDERSON

CAPTAIN PATTERSON

Pacific Coast in 1862. He was mate on coasting vessels for several years, and in 1869 was appointed master of the schooner *Ada May*. From her he went to the schooner *Matthew Turner*, which he sailed for eight years, most of the time in the Alaska trade. He has since had command of the steamers *Karluck*, *St. Paul*, *Bertha* and *Progreso*. He was on the *Bertha* for five years, and has had charge of the latter for two years.

[41] W. D. Winant, mate, was born in New York City in 1850. His first marine experience on this Coast was on the schooner *Anna Eliza*, sailing between San Francisco and Yaquina Bay. He left her in 1867 to go on the schooner *Louisa Simpson*, and afterward ran on San Francisco Bay for several years. He returned to Yaquina Bay in 1884, but again visited San Francisco, going from there to the South Sea Island pearl fisheries. After his return he spent several months in the Shoalwater Bay oyster trade, and afterward took the schooner *Lizzie* and operated her in that business for a number of years between San Francisco and Yaquina. He was on the schooner *Mischief* for four years as mate and made several trips to the Willamette River. For some time past he has been in the ferry and oyster traffic on Yaquina Bay.

genuine cargo, insure it all highly, and when well outside the captain was to scuttle the vessel and return to port. Once safely on his way Robbins weakened, concluded that it was a shame to destroy so good a vessel, changed his course and sailed for the Sandwich Islands, where, on arrival, he sold the cargo and invested the proceeds in cocoanut oil. With this commodity he bore away for New Zealand, where he disposed of the oil at a profit of four thousand dollars, half of which he gave to the crew and with the remainder went to Melbourne and was enjoying life when arrested. Rinehart, his partner, who had previously received eighteen thousand dollars insurance, heard of the plight of his associate, and disappeared before he could be apprehended. Robbins was never extradited for the offense and escaped punishment by jumping his bail.

The traders on the coast of Vancouver and Queen Charlotte's islands had always been confronted with a greater danger than shipwreck, and in 1868 the numerous outrages committed by the Indians culminated in the murder of the entire crew of the *Growler*, a well known Puget Sound schooner. The vessel left Victoria in March with a $35,000 cargo for the American Fur Company at Sitka and was wrecked off Cape Murray, Queen Charlotte's Island, the following persons losing their lives: Capt. Horace Coffin, George H. Sprague, a nephew of Governor Sprague of Rhode Island, George Nichols, Abraham Jackson, Thomas Riley, A. Stewart, C. A. Thompson, John Shepard, Samuel Thompson, Harris McAlmond, a half-breed woman, and a young man from San Francisco. None of the crew ever reached civilization again, and their exact fate will always remain a mystery, although guarded statements of the natives made years afterward prove that those who escaped death when the schooner was wrecked met a worse fate in the hands of the Hydah Indians. A few weeks after the disappearance of the *Growler*, the schooner *Nanaimo Packet*, which afterward came to a similar end, reached the scene of the disaster, and Captain Stevens went ashore to get one of the *Growler's* anchors, but before he could return to his vessel he was seized by the savages and robbed of $600. His escape from death was only due to the fact that part of his crew were still on the schooner in plain sight, but beyond the reach of the marauders. Numerous indignities of a like nature had been forced upon several of the trading fleet, and human life was becoming very cheap among all the tribes. The first man to turn the tables on the bloodthirsty ruffians was Capt. J. D. Warren[22] of Victoria, who had been trading for a long time with the sloop *Thornton*. On June 13, 1868, he was cruising along the shore of the mainland near the head of Vancouver Island, and was tacking near Storm Island, when a small canoe containing two Indians came alongside, one of whom asked the Captain to go in and anchor, as they had a great many furs and desired to trade. Captain Warren did not care to enter and told them so, but, while they were talking, two more boatloads came up, and he gave them a towline, but the visitors did not offer to make fast and seemed to be waiting for others. They finally pulled in near the bow of the sloop, and Captain Warren went forward and saw that they had about a dozen muskets concealed under some blankets in one of the canoes. He at once ordered the men on the sloop to show the natives that they were armed, and, when he exhibited his rifle, the chief asked him what he intended doing with it. Warren pointed to those in the canoe and told him that the first man to touch a gun would be killed and that they had better go away. The wily savage made no answer, and Warren informed the crew that he believed that they would get out of the scrape. The chief understood him, and at a signal all of them closed in, and the fun began. The blanket was thrown off, and every Indian seized a musket; but, before they had an opportunity to make use of their firearms, the crew of the *Thornton* began shooting, and two of their assailants lay dead in the canoes. Captain Warren was aided by a giant sailor known as Big Bill and a man called Steve. Ere the natives could recover from the effect of the first shots, Big Bill was on deck with a rifle in one hand and a revolver in the other, and his artillery, together with the two rifles in the hands of Steve and Warren, dropped four Indians at the next volley. Steve was severely wounded in the onslaught, and dragged himself to the cabin, leaving the others to fight it out. The Indian pilot of the sloop now took a hand in the battle and killed two of his countrymen. Captain Warren had a repeating rifle, which was a puzzle to the attacking party, who apparently could not understand why it could seemingly shoot forever without reloading. The lively dodging indulged in by Warren and his big assistant prevented them from taking effective aim, and, when the last man in the first canoe went down before a bullet from the repeater, they withdrew with a loss of fourteen killed and six wounded, one of whom died the next day. Warren received a charge of buckshot, which laid him up for a long time, and the man Steve was seriously injured, but both recovered, and it was many years after this occurrence before another trader was attacked.

CAPT. JAMES D. WARREN

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[22] Capt. James D. Warren was one of the pioneers of the sealing business in British Columbia, and for over a quarter of a century has occupied a prominent place in British Columbia marine matters. A sketch of his life will be found in the closing chapters of this work relating to the sealing industry.

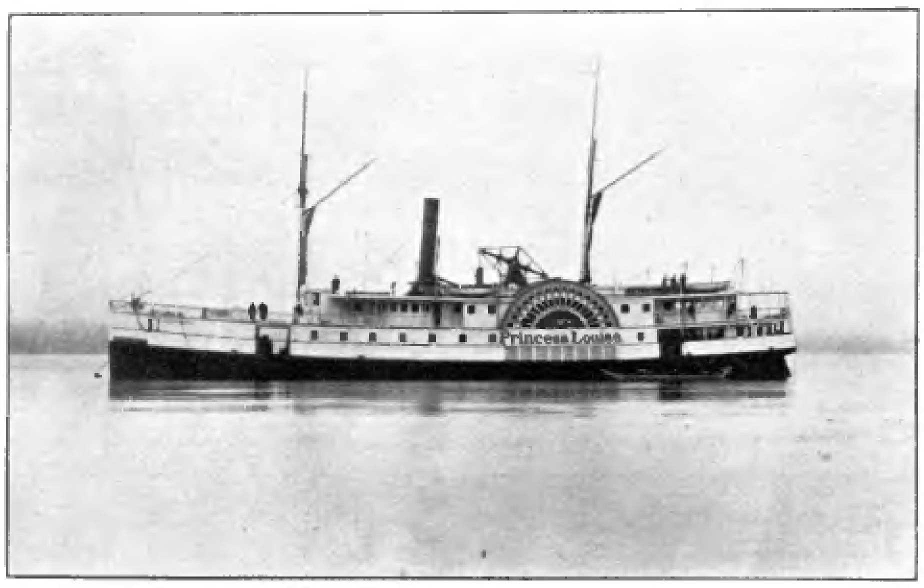
The year 1868 was a record breaker for marine disasters. Over half a million dollars worth of property was lost in numerous wrecks, and at least fifty people perished. The first of the Northwestern fleet to meet with a serious mishap in 1868 was the bark *H. L. Rutgers*, wrecked at Point Bonita, January 1st. She was *en route* from Seabeck in command of Captain Marston, and, during a fog, ran in too close to the dangerous spot known as the Potato Patch. Realizing his peril, the Captain let go his anchor, but it failed to hold, and the vessel soon dragged on the rocks and was beaten to pieces. The crew were rescued by the tug *Sol Thomas* and taken to San Francisco. The *Rutgers* was a bark of four hundred and five tons register, built at Perth Amboy, N. J., for the Russian-American Telegraph Company; but, with the collapse of this scheme, a seven-eighths interest was sold to Adams, Blinn & Co., who valued their holding at $12,000. The other share was the property of a confederate officer, but after it was confiscated the ownership was never definitely settled. On Thursday, March 19th, the British ship *Fanny*, formerly the *Vortigern*, 896 tons, Captain Arthur, owned by Rosenfeld & Bermingham of San Francisco, loaded 1,330 tons of coal at Nanaimo and sailed for the Bay City in company with the Hawaiian bark *Rosalia*, which was loaded with 150,000 feet of lumber from Burrard's Inlet for the Hawaiian Islands. The *Rosalia* was in tow of the *Isabel*, Captain Pamphlet, having left Burrard's Inlet on Wednesday afternoon. On the way down the *Fanny* was taken in tow, and the vessels proceeded in the following order: *Isabel*, *Fanny* and *Rosalia*. When nearly opposite San Juan a gale struck the fleet. The *Rosalia's* hawser parted; she drifted astern, and, after beating about until 5:00 A. M. Friday, stranded on Discovery Island. The *Fanny* had gone but a short distance when her hawser also parted, and, before her sails could be set, she drifted in the same direction. Both vessels beat heavily all night. The *Rosalia*, being on the south side of the island, received the full sweep of the wind, and, before day dawned, her bottom was knocked out. The *Fanny*, striking on the east shore, was less exposed, but, owing to her heavy cargo, she soon settled on the rocks and was full of water when the crew left her. All hands were landed in the ship's boats. The *Fanny's* cargo was valued at $27,000, and the wreck sold for $1,100; that of the *Rosalia* was valued at $14,000, and her wreck brought $430. The United States steamship *Suwannee*, while going through Shadwell passage, Queen Charlotte's Island, June 9, 1868, struck a rock with such force that she was impaled, and it was impossible to release her. The tide falling, she could not withstand the strain and went to pieces. The accident occurred about twenty-five miles north of Fort Rupert, and the Hudson's Bay steamer *Otter* was dispatched to the scene of the wreck and rescued the crew, conveying them to Victoria. As there was no hope for the vessel, the steamer *New World* was sent with a crew to strip the hulk of its armament and such portions of the machinery as were removable and transport them to San Francisco. The *Suwannee* was a comparatively new vessel, built in 1864, and was of about one thousand tons burden. She carried twelve guns and a crew of one hundred and seventy. The officers in command at the time of the disaster were: Richard Law, commander; M. W. Sanders, George W. Woods, F. Wildes and C. E. Clark, lieutenants; Thomas P. Wilson, master; John H. Hunt, Charles Greenlief and E. A. Reilly, engineers; M. B. Cushing, paymaster. The steamer *Resolute*, which will always occupy an important place in marine history as the first tugboat on Puget Sound, was towing a raft of logs down the Squaxon Island passage, near Olympia, August 19, 1868, and, when near the foot of the island, her boiler exploded with a force that completely wrecked the steamer, damaging the hull so that it sank immediately, carrying down the stunned and bruised men with those who were killed outright. Capt. Thomas Guindon was in the pilot-house and was blown into the air, alighting on some wreckage. A piece of the boiler which descended an instant later struck him on the leg, breaking it and injuring his arm. He was severely scalded but clung to his raft until rescuers arrived, who took him in a canoe to Olympia, where he received medical attendance. The other survivor, Janeowich, the mate, was not so seriously injured, and was picked up by a

OLD BLOCKHOUSE AND HARBOR, NANAIMO, B. C.

farmer living near the scene of the accident. The other six men aboard were either instantly killed or so badly injured that they were drowned when the vessel foundered. The missing were: Joseph Shannon, engineer; Andrew Smith and Barnet Dagnall, firemen; H. W. Perkins, deckhand; Leonard Greene, a passenger; and the Chinese cook.

The steamship *Del Norte* on her final trip encountered a heavy fog in Portier Pass and after starting through attempted to back out into the gulf, but was caught by the tide and swung round until she backed into Canoe Reef, displacing her rudder and tearing away her false keel, which floated up alongside. She remained on the reef, and her cargo of coal was shifted forward, leaving her stern dry at low water; but, as the tide receded, she took a sheer to starboard, breaking the sternpost, and going over until the foreyards were submerged. When the tide rose the sea rushed in through the bottom so rapidly that the men were driven out of the hold. The accident happened October 21st, and at daylight on the twenty-second the passengers were taken ashore, together with the effects of the crew and the furniture and other movables which could be handled. As soon as possible an effort was made to raise the vessel, and a contract was signed with Broderick of Victoria to get her afloat. He secured some large barges at Port Ludlow, which he started in tow of the *Otter* in November, but, a few hours before reaching the scene of the disaster, a heavy southeast wind began blowing and stirred up a sea which lifted the steamer off the reef, and she settled in over ten fathoms of water, rendering it impossible to save her.

The schooner *Louisa Downs* fitted out at Port Townsend in July with a party of prospectors from Portland, bound for the Stickeen River, and was wrecked in Peril Straits a few weeks later. The crew reached shore on an island near the entrance to Bering's Bay, and were taken from there to Sitka by some Indians. No tidings were received for six months after their disappearance, and it was the generally accepted belief that they had met their fate at the hands of the Indians. The bark *D. M. Hall*, Captain Harrington, was coming to Coos Bay from San Francisco, October 3, 1868, attempting to sail against an ebb tide. The wind died out, the dense fog and smoke rendered it difficult to work back to sea, and in a very short time she was aground on the south spit, where she rapidly pounded to pieces. Two of the crew were lost. The vessel was an old-timer on the Coast, had been overhauled in San Francisco two years before, and was thought to be in very good order. She went into the Coos Bay lumber trade after she was repaired, and at the time of her loss was four days out from San Francisco in ballast.



STEAMER "PRINCESS LOUISE," FORMERLY THE "OLYMPIA"

The schooner *Thos. Woodward*, Captain Arthur, from Victoria for Fort Wrangel, was running before a strong southeast wind on the evening of November 25th, when she struck a reef at Shelter Point, near Cape Mudge, thirty miles above Comox. She was unable to get afloat and on the second day rolled over on the reef, and the sea soon knocked her to pieces. Captain Lewis arrived the next day with the *Otter* and bought the wreck for $105. The passengers went on to Sitka on the *Otter*, and the captain and crew came down on the *Surprise*. The schooner was loaded with Government stores and also carried about $20,000 in treasure, the entire cargo being valued at $60,000. The vessel was owned by Taylor & Bendel of San Francisco, and when the captain reached San Francisco the following year he was arrested on a charge of stealing the treasure and dividing it between himself and two other men who were on board at the time.

The schooner *Noyo*, with a cargo of lime, struck on the bar at Coos Bay and came in leaking so badly that the lime set fire to the vessel, damaging it so seriously that it was beached and allowed to burn. The bark *Torrent*, a well known old-timer, went ashore in English Bay, Alaska, becoming a total loss, and in October the bark *Ocean* was wrecked at Dungeness, being too old and tender to get afloat after stranding. The British bark *Oliver Coutts*, in the coal trade between Nanaimo and San Francisco, was lost on Alcatraz Island while sailing into the harbor of San Francisco. Another disaster of the year was the sinking of the steamship *Constantine* near Active Pass. The vessel was subsequently raised and repaired. The American bark *Delaware*, from Sitka for Port Townsend, ran ashore at Fisguard lighthouse, December 31st, was sold for a few dollars, and floated in good condition less than a month after the disaster. The little steamer *Lizzie Horner* had two boiler explosions on the Sound, but no serious damage resulted; and the steamer *Sea Foam* sank at the mill wharf in Burrard's Inlet in November. At Portland a steam pipe on the steamer *Alert* burst and scalded the mate on the vessel so severely that he died soon after the accident.

Puget Sound made wonderful strides in the growth and development of her marine interests in 1869, and the waters of the inland sea were churned by the wheels of finer and faster steamers than any which had yet appeared. The Oregon Steam Navigation Company, with its wealth and power, had practically conquered

CAPT. CHARLES E. CLANCEY

everything on the Columbia, and early in the spring arranged to begin active operations on the Sound. Frank Dodge, who had long been in the company's employ on the river, was sent over to the new field to take charge of affairs; and in February the steamer *Wilson G. Hunt* again paddled into Victoria harbor after an absence of ten years, having been taken around from the Columbia by Capt. W. I. Waitt, who continued in command after her arrival, with Thomas Smith, chief engineer, James Gallegher, assistant, and J. Myrick, purser. Naturally the old *Eliza Anderson* was no match for the *Hunt* in point of speed, and the peace attendant on the vanquishment of the *New World* in the preceding year was short-lived. Rates were cut, and a merry war was declared as soon as the *Hunt* began running, but it was far from being the one-sided contest of a few months before, as both parties were financially equipped for a struggle of almost indefinite length. It was probably a perfect understanding of that fact which induced them to compromise, and in October the *New World* passed into the hands of George S. Wright and D. B. Finch, adding another to the unbroken line of victories which marked the *Anderson's* career for over a decade. Captain Finch took command of the *Hunt* and ran her for a short time, Waitt remaining with him as pilot. The owners of the *Anderson* had realized ere this that the time was rapidly approaching when the pioneer steamer would no longer hold the trade, and, before the arrival of the *Hunt*, George S. Wright had placed an order for a new sidewheeler with John English & Sons of New York. This steamer was called the *Olympia*, and arrived in San Francisco, November 19th, seventy-five days from New York, in command of Capt. James Bolger, who superintended her construction, with James King[23] as chief engineer and George Hutchinson, first officer. The *Olympia* was one hundred and eighty feet long, thirty feet beam, and twelve and one-half feet hold, brig rigged and with a hull constructed throughout of seasoned white oak. She arrived at Olympia, December 3d, and made her initial trip on the Victoria route four days later, running there until the following spring, when she was laid up for a short time. In the meantime a new factor in Puget Sound transportation appeared, the steamer *Alida*, a sidewheeler built by a man named Nash, who had secured the mail contract between Olympia and Victoria. Nash commenced work on his steamer at Olympia, but, becoming financially involved, secured the assistance of E. A. and L. M. Starr, two wealthy Portlanders who had had no previous experience in steamboating, and before her completion Nash turned the *Alida* over to them. She was far from being a success as originally constructed, and in the spring of 1870 was remodeled at Seattle, and made her first trip on the Victoria route July 12, 1870, Capt. E. A. Starr appearing on the records as master, although the pilot, Capt. Dan Morrison, was practically in charge. Thomas Hoy was engineer, with James Griffiths, assistant. The steamer was one hundred and fifteen feet long, twenty-five feet beam, and six feet hold, with engines fourteen and one-half by sixty-six inches. She was fitted with twelve staterooms and was a neat little craft, but no match for the handsome *Olympia*, which was put on the route in opposition as soon as she appeared. The latter vessel made matters so interesting for the new steamboatmen that they decided to build a boat which would run enough faster and cheaper to enable them to drive the *Anderson's* successor from the field. They accordingly began work on the sidewheeler *North Pacific*, and, when that steamer was completed and brought to the Sound, the Starrs ended the struggle by paying the owners of the *Olympia* a subsidy of $7,500 per year to take the boat away.

JOHN ROBERTSON

The *Olympia* steamed down to San Francisco, July, 1871, and soon after her arrival was granted another liberal subsidy for non-interference with the California steamers. In 1872 she attempted to run on the San Francisco and Portland route, but was soon withdrawn and made a voyage to Honolulu, also running for a short time to Humboldt, retiring again in 1873 with her double subsidy still in force. In 1878, after an absence of seven years, during which the Starrs had paid her owners over fifty thousand dollars, the *Olympia* was again taken to the Sound by George S. Wright, but had difficulty in finding profitable trade. She arrived in July and made a few trips between Victoria and Sound ports, then ran irregularly to Portland and in September paid a visit to Alaska. The Hudson's Bay Company were at this time at war with Capt. John Irving, who was operating the *Wilson G. Hunt* between Victoria and New Westminster, and, as their ancient steamers were no match for the *Hunt*, Wright induced them to purchase the *Olympia* for seventy-five thousand dollars. The transfer was made in October, she was at once enrolled under the British flag, and in command of Capt. H. G. Lewis started in opposition to her old ally, the *Hunt*. She made her last voyage under the name *Olympia* to Wrangel in May, 1879, and on her return was christened the *Princess Louise* and registered from the port of London. Under her new name and colors she continued to run out of Victoria in the interest of the Hudson's Bay Company until the Canadian Pacific Navigation Company absorbed the steamboat properties of that corporation. In 1885 she was extensively repaired and has since been in almost continuous service, and is apparently good for many years yet. After passing under British register she was commanded by Captains Lewis, McCulloch, Myers, Irving, White, Glaholme, Ramsey,[24] Rudlin, Jaggers, and others.

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[23] James King, probably the oldest marine engineer on the Pacific Coast, was born in Fairfax, Va., in 1812, and began his maritime career in New York in 1830 in the employ of Commodore Vanderbilt and Robert L. Stevens. His first trip to the Pacific was in 1851 as chief engineer of the steamship *America*. After a short stay in San Francisco he returned to the East, visiting the West again in 1853 on the steamer *Pacific*, then going back to New York, where he remained five years. In 1858 he entered the employ of the Wrights, serving for several years with them, going from San Francisco to China with the *John T. Wright* at the time she was sold. He ran for a long period north and south from San Francisco on the old steamer *Santa Cruz*, and, when the new *Olympia* was ready for the Puget Sound trade, Mr. King went East to take charge of her engines on the long voyage around the Horn. He followed his vocation on various routes out of the Bay City until about 1880, when he retired, and is at present living at Niles, Alameda County, Cal.

CAPT. EDWARD NICHOLS

The *Olympia's* first antagonist, the *Alida*, was never a success, and was laid up in Olympia in 1871 after a year's work, but came out again in 1872 and ran between Olympia and Seattle in command of Capt. J. G. Parker. In 1873 she took the first passengers from old Tacoma to the new town to connect with the first railroad train to run in the Puget Sound country. Captain Starr was succeeded in command by Captains Clancey,[25] Browner, Wilson, Grant, Parker, Morrison, and others, and James Griffiths was chief engineer of the craft longer than any other man. John Robertson[26] also filled that position for a few months. She was out of commission the greater portion of the time after 1879, and in August, 1890, while laid up at Gig Harbor, was burned to the water's edge by a brush fire which swept down from the forest. Her engines were saved in a damaged condition and are now lying in Lake's shipyard, in Ballard, Wash.

CAPT. CHRIS WILLIAMS

The *Alida* was not the only new steamer which encountered financial difficulties in 1869, for a small propeller named the *Varuna*, built at Port Orchard, was libeled and seized for debt before she was put in commission. Capt. Samuel Jackson was placed in charge pending the adjustment of the difficulties, but was forcibly removed by Captain Spalding, who

ROBERT AIREY

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[24] Capt. James Ramsey was born in the north of Ireland in 1829. He arrived at Esquimalt in 1862, was mate on the lumber schooner *Alberni* for two years and also ran on the schooner *Alice Thorndyke*. He served for five months between Victoria and Portland on the steamer *George S. Wright* with Captain Lewis, commenced piloting on the Sound in the British Columbia district in 1873, and has followed that calling ever since. His home is in Victoria, B. C.

[25] Capt. Charles E. Clancey is a native of Guilford, Conn., and began steamboating on Puget Sound in 1869 as purser on the steamer *J. B. Libby*, leaving her to enter the employ of the Starrs, who were then beginning operations on the Sound. Captain Clancey rose rapidly in his profession and followed the fortunes of the successors of Finch & Wright through all their years of prosperity until they were succeeded by the Oregon Railway & Navigation Company. He then took charge of affairs as manager of the water lines, and it is largely due to his exertions and remarkable executive skill that the company enjoyed the cream of what was then a most lucrative traffic. Captain Clancey's success as a manager was due to his thoroughly practical knowledge of the business. In every position, whether as mate, purser, master or manager, he has enjoyed the confidence of his employers and the esteem of the public. On his retirement from the service of the Oregon Railway & Navigation Company, Captain Clancey became superintendent of the Pacific Navigation Company, remaining with them until 1894. During his career of a quarter of a century on the Sound, he has been connected in some capacity with nearly every steamer on those waters. He is at present living in Tacoma.

[26] John Robertson, engineer, was born in Scotland in 1836 and entered the service in 1853. He began firing on the Manning Line out of Sydney, Australia, in 1858, and continued steamboating and mining until 1861, when he came direct from London, England, to the Coast, and found employment with the Hudson's Bay Company, joining the steamer *Otter* as fireman. For the next nine years he was on various boats in this capacity, and subsequently joined the *Wilson G. Hunt* as engineer, running between Victoria and Olympia. He was afterward on the steamers *George S. Wright* and *California*, going from one to the other. After leaving Ben Holladay's line, he served on the steamer *Beaver*, Captain Rudlin, and since then has been employed on nearly all of the local boats and a number of Puget Sound steamers, among them being the *Alida*, *Grappler*, *Cariboo Fly* and *Maude*. He is at present living in Victoria.

ran the steamer over to Victoria, where she remained until matters were settled. Her owner, Captain Francis, then took her back to the American side, and in February, 1870, she began running on the Sound in command of Capt. Sam Jackson. In May she was sold to mail contractor Nash for ten thousand dollars, and commenced making a round trip per week between Olympia and Port Townsend, in connection with the *Alida;* but the advent of the North Pacific rendered her useless in that capacity, and she was sent around to the Columbia, where she was bought by J. H. D. Gray and George Warren, who put her into service on the Fort Canby route in place of the *U. S. Grant*, and afterward used her for a towboat. Captain Gray operated her until 1876, and she was then turned over to the newly organized Ilwaco Steam Navigation Company and ran on the Ilwaco and Astoria route in charge of Capt. Al Harris, who was succeeded in 1878 by Capt. W. H. Whitcomb, and he in turn by Capt. J. P. Whitcomb. The steamer ended her days on the Ilwaco route about 1880. The *Varuna* was seventy feet long, sixteen feet beam, and six feet hold, with eighteen by sixteen inch engines.

CAPT. J. L. OLIVER

The steam tug *Favorite*, which is still afloat on Puget Sound, was completed at Utsalady in 1869 by Grannan & Cranney, who built her for towing for the mill at Utsalady. Capt. Edward Nichols was her first master, and was succeeded by Capt. Chris Williams. She served as a tug until 1874, when P. D. Moore, the mail contractor, secured her, and she ran in the postal service with William Waitt in command. In 1876 the Puget Mill Company purchased the steamer for $14,950, and, with the exception of intervals when she has been laid up, she has been used as a towboat since. Other masters in charge were Doane, Williamson and Gove. J. C. Stanley,[27] Williamson, Grinwald, Airey,[28] and nearly all of the prominent tugboat engineers on the Sound, have worked on the steamer. The tug was last in the service of the Port Madison Mill, and for a long time has been idle at Port Madison.

Another fine tugboat, the *S. L. Mastick*, was launched at Port Discovery in 1869. She was built by W. A. Webster & Co. for S. L. Mastick & Co., the sawmill men, and was sent to San Francisco under sail and there fitted with engines by J. Lockhead, making her trial trip as a steamer September 7th, and entering the service as a towboat on San Francisco Bay and bar, one of her first tasks being to tow the ship *Orion* from San Diego to San Francisco. The launch of the *Mastick* was delayed a day on account of the tide, and, while she proved a good boat in many respects, her owners and masters always averred that she was never able to make up for that lost twenty-four hours. She was commanded by Captains De Lanty, Williamson, Oliver,[29] Smith, and many other well known tugboat captains, while Dennis Lawlor,* McGill, Kennedy and others handled her machinery.

DENNIS LAWLOR

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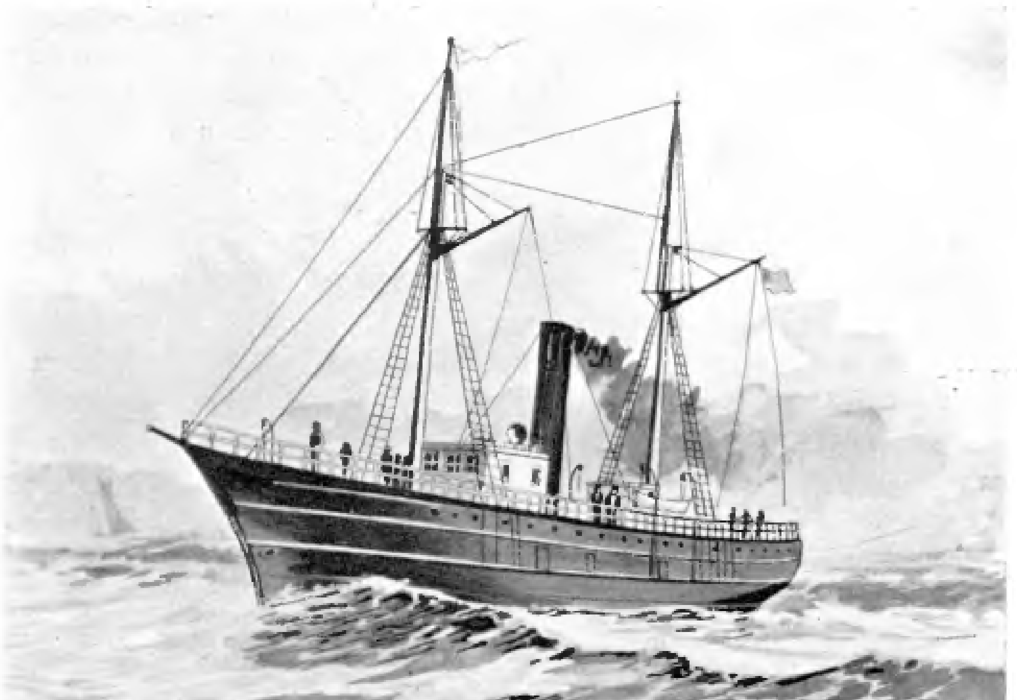
[27] J. C. Stanley, engineer, was born in England, and in 1866 came to Puget Sound, where his first steamboating was on the *Mary Woodruff* with Captain Cosgrove, going from the *Woodruff* to the steamer *Favorite*. In 1870 he was on the steamer *Black Diamond* with Captain Hill, but left soon afterward for the Columbia River, where he was engaged on the steamer *Merrimac* with Captain Hobson; *Willamette Chief*, Captain Baughman; *Governor Grover*, Captain Wilson (and *Beaver*); *Welcome*, Capt. George Ainsworth; *Ocklahama*, Captain Smith; *Calliope*, Captain Burgy; and *Multnomah*, Captains Pope and Pease. He has been on the *Multnomah* since the day she was built, went to the Sound with her, and is still in charge of her engines.

[28] Robert Airey, engineer, was born in Scotland in 1847, and has been connected with the marine business since 1859, beginning when but a boy. He arrived in the Northwest in 1865 and commenced steamboating on the Columbia River. Shortly after this he served for a while on the steamer *George S. Wright* and then went to the steamer *Colfax*, where he remained for many years, going from her to the *Isabel* and thence to the steamer *City of Stanwood*, of which he is at present chief engineer, making his home at Stanwood.

[29] Capt. J. L. Oliver was born in Maine in 1844, and made his first sea voyage at the age of seventeen on the ship *General McClellan* bound for Liverpool. Returning to New York, he continued sailing in the deep-water service for fourteen years, visiting nearly every part of the world and doubling Cape Horn six times. His first work on Puget Sound was on the tug *Mastick*, and he was master of the *Sea Lion* for two years. He was also engaged for a long time as mate on the tug *Tacoma*, and had charge of the tugs *Biz*, *Queen City*, and a number of other well known Sound steamers. When the old settlement of Freeport assumed the metropolitan title of West Seattle, Captain Oliver took charge of the first steam ferry operated between Seattle and its thriving suburb across the bay. Captain Oliver afterward commanded several steamers owned by the Hastings Steamboat Company, and was for several months master of the *Monticello*.

* Dennis Lawlor, engineer, was born in Ontario in 1842, served a three years' apprenticeship in the Bartley & Dundall engine works at Montreal, and subsequently worked with his father in the Hawksbury Mills. He came to the Pacific Coast in 1862, and,

When tugboats became more plentiful on the Bay, the *Mastick* returned to the Sound and was bought by Morgan & Hastings, who traded her to Capt. A. O. Benjamin in 1886, receiving in exchange the steamer *Rustler* and a scow. Benjamin sold her a few months later to Capt. David Gilmore, who expended several thousand dollars in refitting her, changing the old high-pressure engines for compound engines and making other improvements. After operating the vessel for a few years he disposed of her to the Ross & McLaren Milling Company of Victoria, and she was placed under the British flag. The dimensions of the *Mastick* were: length, one hundred and thirty feet; beam, twenty-four feet; depth of hold, twelve feet three inches. The *Phantom*, a small propeller built at Port Madison by Mr. Hornbeck for Captain Suffern, made her appearance in 1869, and was operated as a ferry between Port Madison and Seattle until 1871, when her owner took her to Lake Washington and used her to tow barges for the coal company. She was afterward brought back to the Sound and ran for a long time from Seattle to Ports Blakely, Orchard and Madison. In 1884 she was refitted by Moran Brothers and sold to Capt. J. C. Brittain, who ran her on the Island route a short time and then disposed of her to the Stimson Mill Company. In their service she was towing for a short time and was subsequently sent to Victoria, where she has since operated under British colors. The *Phantom* was sixty-five feet long, eleven feet beam, and six feet hold, engines nine by eighteen inches. The *Linnie* was a small sternwheeler built at Utsalady in 1869 by Grennan & Cranney for the mill company's work, and was afterward transferred to the Blakely Mill Company. Capt. T. M. Brownell ran her for the Utsalady mills, and Capt. Frank Smith[30] was master while the Blakely company owned her. She was fitted with twelve by thirty-six inch engines, which were unable to make her show much speed, and she labored almost exclusively as a freight and tow boat. Capt. John Hill was her last owner while she was used as a steamer. He sold her to a firm of brickmakers, who dismantled her and utilized the hull as a lighter between Vashon Island and Tacoma.



STEAMSHIP "GUSSIE TELFAIR"

The people of Port Townsend and Seattle were no longer dependent on the Victoria mail steamer or an occasional towboat for transportation facilities, as the steamer *Success* was making a round trip per day between the two cities, calling at Ebey's Landing, Ports Ludlow and Gamble. The steamer *J. B. Libby* was carrying the mail on the Whatcom route, taking the place of the *Mary Woodruff*. The ocean business between Portland, Victoria and Puget Sound was handled in 1869 by the *Gussie Telfair*, a vessel with a history of more than ordinary interest. She was a Clyde built propeller of about four hundred tons burden, launched at Greenock in 1863 for a blockade runner, and made a number of successful voyages before she was captured by a United States vessel, taken to New York and sold to John T. Wright, who at once fitted her out and sent her to the Pacific Coast. Holladay & Brenham were at that time buying everything which threatened to interfere with their monopoly, and the *Telfair* soon fell into their hands and was started North on her first trip early in 1869 in command of Capt. Fred Bolles, who took her to Victoria. After he left her, Capt. N. L. Rogers[31] was appointed master and ran her between Portland and Victoria, calling at Port Townsend,

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after being employed in San Francisco for some time, went to Nevada and worked in the Gould & Curry stamp mill. He left there within a short period and went to Puget Sound, finding employment as a machinist at the Port Gamble Mills for three years He then entered the marine service on different steamers on the Sound. He was on the sidewheeler *Colfax* for a year and with the *Goliah* in 1874, going later to the steamers *Yakima*, *Blakely* and *S. L. Mastick*, on all of which he occupied the position of chief engineer. In 1879 he arrived at Victoria and joined the steamer *Western Slope*, of which he was chief engineer for six months, running on the Stickeen River, going afterward to the steamer *Gertrude* under the same management. He also served on this route on the *Cassiar* for a short time, and was subsequently chief on the steamers *Grappler* and *Beaver*. In 1882 he returned to Seattle, worked for a while in Williamson's shop, and then joined the steamer *Josephine*, remaining with her until her boiler exploded. He also ran on the steamer *McNaught*, and has recently been chief engineer on the tug *Ella White* in British Columbia waters.

[30] Capt. Frank Smith was born in France in 1846 and commenced steamboating on Puget Sound in 1869. His first vessel was the old *Goliah*. He has been almost continuously in the employ of the mill company on their towboats, and for several years past has had command of the venerable *Politkofsky*.

[31] Capt. N. L. Rogers was born at Bath, Me., in 1837. He shipped before the mast at the age of fifteen, visiting the Mediterranean, France, Great Britain and the West Indies. At eighteen years he was promoted to the position of third mate on the ship *Lizzie Harwood*, and the following year became second mate. In 1859 he sailed from Bath on the brig *Sheet Anchor*, arriving in San Francisco in 1860. His first berth on the Coast was as mate on the ship *Amethyst* in the Bellingham Bay coal traffic. A year later he went to Shanghai as first mate on the bark *Daniel Webster*. After a short coasting voyage the vessel was sold at Kanagwa to the Japanese Government, and Captain Rogers returned to San Francisco as a passenger on the ship *Carrington*.

Seattle, Steilacoom and Olympia. Sherwood, Sholl and Hayes were in charge on the same route, and in 1872 Capt. T. J. Ainsley ran her between the Sound and Alaska. She was laid up in Portland for several months in 1874, and was finally taken to San Francisco by Capt. Peter Mackie. In 1875 she went North again, calling at Shoalwater Bay on the way up and going from the Sound to Alaska, Captain Gardiner in command. She continued on the northern routes in the service of the Oregon Steamship Company, as the Holladay line was now called, until 1878, when she was purchased by Frank Barnard, who refitted her for the Coos Bay trade, but abandoned the route in 1880 and visited Honolulu, faring so badly that he again placed her on the Coos Bay route, where she was wrecked in September, 1880, soon after leaving Marshfield. The *Gussie Telfair* was one hundred and sixty feet long, twenty-two feet beam, and ten feet depth of hold, with engines thirty by twenty inches.

CAPT. JOSEPH SPRATT

A regular postal service was inaugurated on the Alaska route in 1869 by the steamship *Constantine*. Her owners, Hutchinson, Kohl & Co., received the mail contract for one year, and in command of Capt. Melville Erskine the steamer made a monthly trip, calling at Port Townsend, San Juan Island, Tonga, Wrangel and Sitka. The steamer *Emma*, which had been on several different lines out of Victoria, principally in the East Coast trade in opposition to the *Sir James Douglas*, made a voyage to Alaska for the Hudson's Bay Company. The *Emma* was built at Victoria by Peter Holmes for Joseph Spratt, then owner of the Albion Iron Works, and never made much of a record as a passenger boat nor remained long in any particular locality. In 1871 she went on a whaling cruise for Captain Spratt, who on her return sold her to T. J. Burns for $4,500. She had a number of owners after that time, and in 1881 served for a time as a passenger boat between Victoria and Nanaimo, and in 1885 she was towing logs for the Chenamus Mills. She struck a sunken scow in Victoria harbor in 1890 and went to the bottom, but was afterward raised and repaired, and in February, 1891, while *en route* from Victoria to Nanaimo with two scows in tow, during a fog struck a reef inside of Trial Island, and, slipping over it, sank in deep water and became a total loss. Nearly all of the pioneer captains of the Victoria district have commanded the steamer, among them Holmes, Ella, Royes, McIntosh, Ettershank, Douglass, Rudlin, Ramsey, Lucky, Owen, Berry and Glaholme. The *Yukon*, another small sternwheeler, was taken from San Francisco to the Yukon River in 1869 by the brig *Commodore*. She was fifty feet long, eleven feet beam, and drew but fifteen inches of water. She was put together after reaching her destination and was run by Capt. W. H. Ennis, making her initial trip July 4th, with a party of the United States boundary survey, up the river from St. Michaels.

The whaling and fishing industry in the Northwest was becoming of value to Puget Sound and British Columbia, and the schooner *Kate Douglas* made a short cruise to Cortez Island and returned to Victoria with one hundred and fifty barrels of oil. The schooner *Shooting Star* arrived at Port Townsend in November with 25,000 codfish, the first cargo of this kind to enter Puget Sound. The greater part of this industry was still in the hands of San Francisco people. The schooner *Arizona*, Captain Henderson,[32] who is said to have been the pioneer in this business, took 45,000 fish off the Choumagin Islands on one trip in 1869. Other San Francisco

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The next few months were spent on the tug *Fearless*, on Coos Bay bar, but, in the spring of 1862, he went to the Salmon River mines in Idaho. This was an unsuccessful venture, so the Captain returned to San Francisco in October, and spent the winter in the coal and lumber trade between San Francisco and Puget Sound. The following summer four San Francisco pilots bought the pilot-boat *Daniel Webster* and went into business at the mouth of the Yang-tse Kiang. Captain Rogers was employed as sailing master and took the vessel to Shanghai, where he left her to enter the English service as inspector of customs. Upon the breaking out of the cholera, he sailed from Shanghai on the venerable ship *John Jay*. Trouble arose between the Captain and his passengers, and the vessel put into Yokohama, where the American consul took the master and mate off and appointed others in their stead. Captain Rogers became mate, and, after reaching San Francisco, struck out for the mines at Virginia City; but a disastrous experience forced him to return again to the sea, and in 1864 he entered the employ of Captain Renton as master of the bark *Nahumkeag*, and later of the barks *Scotland*, *Huntsville* and *Oakhill*. In 1868 he was employed by Jacob Kamm to take charge of the *George S. Wright*, and, when Ben Holladay bought the vessel in 1869, Captain Rogers was transferred to the steamers *Gussie Telfair* and *Little California*, which he ran for two years on the Alaska mail route. In the latter part of 1872 he again abandoned the sea, and, with John Nation, started a brass foundry, which burned within a year. He subsequently returned to his old vocation, serving as mate on the *Garibaldi*, running to China. A year later he took command of the ship *Enoch Talbot* at San Francisco, which he sailed in the coasting trade until August, 1875, when he came to Seattle, where he has since resided. He was burned out during the fire of 1889, and in July of that year was appointed harbor master.

[32] Capt. William Henderson was born in Glasgow, Scotland, in 1835, and went to sea at the age of thirteen. After two years as an apprentice he left the ship at San Francisco in 1852 and made a trip to China on the American clipper *Comet*, subsequently going with her to New York and thence back to San Francisco, where he shipped on the old steamship *Columbia* as a sailor with Capt. William Bell, remaining, however, only a few months. He afterward made several voyages around the Horn, in 1858 joined the bark *Architect* in the coasting trade, and soon afterward went into the fishing industry. He was mate for nearly three years on the schooner *Arizona* with Captain Rutherford, and, on the death of the latter, took command of the steamer, retaining this position for two years and a half. He was also on the bark *Goldhunter* for a season, fishing in the Okhotsk Sea. He commenced running in the Alaska fishing trade in 1867, and followed it for nineteen years, eleven of which were spent in charge of the steamer *Wild Gazelle*, which was lost a year later. In 1874 he built a fishing and trading steamer at Pilot Cove. In 1887 Captain Henderson retired from the Alaska fishing business, and since then has commanded the schooner *Golden Fleece*, the barkentine *Constitution* and the fourmasted schooner *John D. Tallant*, built by him at Oakland in 1891, and in which he owns an interest.

schooners and their catches were as follows: *J. H. Roscoe*, 45,000; *S. H. Merrill*, 45,000; *Amanda Ager*, 35,000; *Wild Gazelle*, 37,000; *Mary Zephyr*, 24,000; *Porpoise*, 36,000; *Sarah Louise*, 29,000; *Daisy*, 13,000; *Potter*, 21,000; and *Scotland*, 40,000.

The *Victoria* was a fine steamer, one hundred and sixteen feet long and twenty-three feet beam, built on the upper Fraser by Mr. Trahey for Edgar Marvin, to run from Big Bar to Quesnelmouth. She was fitted with the engines and boilers from the Lilloet Lake steamer *Prince of Wales*, and began running soon after she was launched in May, continuing on her original route, except at intervals, until 1879, when she was purchased by Capt. John Irving. The Hudson's Bay Company made an effort to bring their steamer *Martin* from Kamloops Lake to the Thompson River, but were forced to abandon the idea, and she was left to await an influx of settlers to supply her with business in after years. Two well known Government vessels were sold at auction in 1869, presumably to enter the merchant service. One of them, the United States revenue cutter *Joe Lane*, fulfilled expectations, her new owner, J. Boscowitz, converting her into a handy little schooner, which he named the *H. M. Hutchinson*; the other was the British gunboat *Forward*, which for years had led a prosaic life, looking after British interests in Northern waters. She was bought by Millard & Beedy of Victoria for $7,000 and was taken to San Francisco by Captain Sutton, and in the Bay City fitted out as a Central American gunboat. Soon after leaving port she turned pirate, and, flying the Salvadorean flag, in command of the notorious Viscayno, bombarded and looted the city of Guaymas and seized the coasters *San Pablo* and *Colima*. The Mexican Government asked assistance from both the United States and Great Britain, and vessels were sent out to capture the privateer. After plundering Guaymas she started up the Teacapan River, where she was soon followed by a detachment from the United States steamship *Mohican*. As it was thought she would go but a short distance, the *Mohican* did not follow, but sent six boats with a twelve-pound howitzer and eighty-eight men, who pursued her for forty miles and at last found her hard aground, with nearly all of the pirates behind a battery which they had erected on shore. Fire was immediately opened on the *Mohican's* force, and Coxswain James Donnell and Ensign Wainwright were killed and six men wounded. Lieutenant Bronson of the *Mohican* then boarded the old gunboat, and, thinking it impossible to get her down the river, broke her engines to pieces and burned her to the water's edge. But six men were captured on board, and they were turned over to the Mexican authorities.

Esquimalt received a visit from two French war vessels in 1869, the frigate *La Stree*, Commander Pique, and the gunboat *Lamothepiquet*, Commander St. Hilliare. H. B. M. ships *Charybidis* and *Satellite* and H. B. M. gunboat *Boxer* were stationed at Esquimalt when the Frenchmen arrived, and the representatives of the two great nations extended due courtesies to each other. The steamer *Leviathan*, which had been used as a private yacht by the Government authorities at Victoria, was sold at auction in November to Edgar Marvin for $1,320.

CAPT. WILLIAM HENDERSON

The numerous shipwrecks at the mouth of the Columbia River, and the increasing commerce, at last had the effect of securing aid from the State for the maintenance of a tugboat on the bar. Capt. Paul Corno's experience with the *Rabboni* was far from pleasant or profitable, but, in the light of subsequent events, he might almost be regarded as a martyr. He demonstrated the value of a tug at that point, although his efforts were not appreciated until too late to be of service to him. However, in 1869 the Oregon Legislature passed an act appropriating a subsidy of $30,000 to any one who would establish a tugboat service on the bar and maintain it for five years. This subsidy was to be paid at the rate of $1,000 per month for the first year, $500 for the second, and thus decreasing until the $30,000 had been expended at the expiration of the specified time. Capt. George Flavel, who had enjoyed practically a monopoly of the pilotage business almost from its inception, accepted the offer and at once began work on the steam tug *Astoria*. She was built in San Francisco, at a cost of $40,000, under the direction of Capt. A. M. Simpson,[33] who was also one of her proprietors. Captain Flavel owned one-half of the steamer, and Simpson, A. Crosby, A. C. Farnsworth and A. D. Wass the remaining interests. The dimensions of the tug were: length, one hundred and one feet; beam, twenty-four feet; depth of hold, nine feet six inches; engines from the old Puget Sound steamer *Constitution*, thirty-four by thirty-four inches, with a tubular boiler, eighteen feet long and seven feet six inches in diameter. She was schooner rigged, with no pilot-house. Captain Snow was first in command, with John C. Dorcy, engineer. She arrived at Astoria in December, and her initial work was towing the schooners *Humboldt*, *Mary A. Clinton* and *Bell* from Astoria across Cathlamet Bay. The bar pilots carried on the tug were permitted to charge a rate of $8 per foot on vessels drawing twelve feet, and $10 for each additional foot beyond that draft. The tug proved profitable almost from the start in the first two years of her existence, receiving, among other perquisites, $5,000 salvage for towing the *Falkenberg* off a spit at the mouth of the river. The *Astoria* continued running until 1884, when she was sent to San Francisco, where her machinery was removed and the hull rigged as a schooner by W. C. Woods, who sent her on a cruise to the South Sea Islands. Captain Snow ran the tug until 1874, when she was taken by Captain Wass. Following him as master were Eric Johnson,[34] M. D. Staples, Dan McVicar, Alexander Malcolm and George C. Flavel.

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[33] Capt. A. M. Simpson was born in Brunswick, Me., in 1826, and in 1850 came to the Pacific Coast, where the first vessel in which he was interested was the ship *Birmingham*; but, having little faith in the future of the local marine business, he started her East in the fall. While off the South American coast the *Birmingham* collided with an English ship and was so badly damaged that she put into Valparaiso, where she was condemned and sold. Captain Simpson's first coasting vessel was the brig *Tarquina*. He was also interested in the *Quadratus* and *Potomac*, both well known in early days. Since 1850 Captain Simpson has been steadily adding to his fleet, and since that time has owned all or a controlling interest in more coasting vessels than any other individual or firm operating on the Pacific Coast. He placed the pioneer tug on Coos Bay bar and the first to remain permanently on the Columbia River bar, and at the present time owns the tugs *Astoria*, *Columbia*, *Traveler*, *Printer*, *Cruiser*, *Hunter*, and over a score of sailing vessels. It would be impossible to particularize Mr. Simpson's many marine enterprises, as they have formed by no means a small portion of the marine history of the Northwest, and will be mentioned elsewhere in this work.

CAPT. ERIC JOHNSON

The new tug *Astoria*, which succeeded the pioneer, is still running, and is owned by A. M. Simpson. Another fine bar tug, the *Escort*, was completed at Marshfield, Or., in 1869. She was built by John H. Howlett and Capt. James Magee[35] from a model by J. Pershbaker, who was one of her owners, Howard & Pool, of the Coos Bay Coal Mines, being interested with them. The *Escort* went to San Francisco under sail, was there supplied with engines by John Lockhead, and made her trial trip February 16th. Her dimensions were: length, eighty-eight feet; beam, twenty-one feet; depth, nine feet. Capt. Parker Butler was her first master, and David I. De Launay[36] was one of her earliest engineers. A diminutive towboat, named the *Webfoot No. 2*, was built at Portland in 1869 for Lambert and Ham, who ran with her as captain and engineer respectively. She was a propeller with an 8 x 12 inch engine, and was short-lived. The *Mary Bell*, a steamer launched in 1869 by Capt. Robert C. Smith to run as an opposition boat on the Astoria route, was about one hundred feet long and eighteen feet beam, and was

CAPT. JAMES MAGEE

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[34] Capt. Eric Johnson of Astoria was born in Sweden in 1847 and came to the United States when a boy. He sailed on the Atlantic for several years, reaching San Francisco early in the sixties and continuing in the trade between that city and New York until 1863, when he went from San Francisco to Mobile and joined the United States gunboat *Tennessee*, on which he served until the end of the war, when he returned to the Pacific Coast and began running on the old bark *Rainier*, then in the Puget Sound lumber trade. He left the *Rainier* to sail the southern coast in the schooner *H. L. Turner*, and in 1867 went to the Columbia and joined the pilot schooner *California*, remaining with her three years, when he went as second mate on the steamship *California*. After a few months in this work he returned to the Columbia River, piloting on the bar and running tugboats, meeting with success in both callings for an uninterrupted period of eighteen years, during which he witnessed many disasters and in more than one instance was the means of saving life by his timely arrival with his tugboat at the scene of the wrecks. When the Union Pacific took charge of the towing business on the bar, Captain Johnson was given command of the tug *Escort* and ran her for six years, leaving her a short time ago to take one of the company's river steamers.

[35] Capt. James Magee of Empire City, Or., was born in Ireland in 1841 and began sailing out of British ports in the coasting trade when a boy. In 1856 he was on the bark *Catherine*, from Cardiff, Wales, for New York, when she collided with the bark *Malta* of Liverpool, one hundred miles west of the Grand Banks. The *Catherine* sank immediately, and Magee and others were picked up by the *Malta* and transferred to a fishing smack, which landed them at Provincetown. Magee sailed out of this port for two years coasting and fishing, and in 1859 went to New York to learn shipbuilding, where he remained for four years, then sailed for England and from there to Australia. In the spring of 1867 he arrived in San Francisco and worked for three months on the steamship *Orizaba*, then being rebuilt. He was next employed by John Pershbaker to go to Coos Bay and erect a sawmill, and while there he constructed the tug *Escort No. 1*, schooners *Staghound*, *Louise Morrison*, and *Ivanhoe*. He subsequently bought the brig *Ida D. Rogers*, which was sunk in eleven fathoms of water inside the Coos Bay bar, and, after spending four months in attempting to raise her, the vessel was abandoned, and he took command of the tug *Escort* in May, 1870, and ran her until she blew up in the winter of 1887. After the explosion he entered the service of A. M. Simpson, running the tug *Columbia* for three years, and going from her to the tug *Hunter*, on which he remained until September, 1893, leaving her to take a coasting steamer.

[36] David I. De Launay, engineer, was born in Illinois in 1840. He first entered his profession in 1862 on the Umpqua River, where he ran for twelve years on the little iron steamer *Washington*. From the *Washington* he went to the tug *Escort*, on Coos Bay bar, leaving her to go on the *Escort No. 2*, where he remained for three years. He was then on the tug *Mogul* at Port Townsend, and also on the steamers *E. W. Purdey*, *Alice Blanchard*, and *R. P. Elmore*, having visited Alaska twice on the two last mentioned. His last steamer before leaving the water was the *Politkofsky*, on which he remained eight months. Mr. De Launay is now living at Port Angeles, where he is foreman in the mill.

too slow and feeble to be remunerative. She fell into the hands of the United States marshal and was purchased in March, 1871, for $1,100 by N. R. Smith, who put her on the Cowlitz route in November. In 1872 she was running to Cathlamet and Oak Point from Portland in command of Capt. James Fisher, but was again sold, this time to John Marshall, who operated her as a towboat until the following year, when she became the property of George W. Hume, who used the hull for a wharf.

The Tualitin River Navigation & Manufacturing Company was organized in 1869: W. D. Hare, president; W. S. Failing, secretary; Capt. Joseph Kellogg, Orrin Kellogg, J. M. Moore, and Capt. J. D. Merryman, directors. They built the steam scow *Henrietta* at Colfax, and ran her on Sucker Lake to connect with Kellogg's steamer *Onward* on the Tualitin River. The *Henrietta* was not very profitable, and was sold to W. J. Neilson in 1873 and placed on the Willamette, where she continued jobbing until 1879 The Long Tom Transportation Company, the principal members of which were Captain Swain, H. Hendrix, C. Adams, and S. R. Woodbury, was another marine venture of 1869. They bought the steamer *Ann*, which had come over the Cascades a few years before under the name *Lewiston*. Aaron Vickers was master, and she made her first trip up the Long Tom River, February 17th, going as far as Monroe. She ran there until April, when she sank between Harrisburg and Eulery's Landing with one thousand bushels of wheat for the Willamette Wool Company, and became a total loss. The *Ann*, or *Lewiston*, was seventy-eight feet long, fourteen feet beam, with engines eight by forty-two inches, and is remembered by Willamette River navigators as the first steamer on the Long Tom River.

E. S. WINNING

The California, Oregon & Mexico Steamship Company was reorganized in 1869 as the North Pacific Transportation Company, which began business in May with the following vessels: *Active*, *John L. Stephens*, *Moses Taylor*, *Oriflamme*, *Orizaba*, *Pacific*, *Panama*, *Senator*, *Sierra Nevada*, *Ajax*, *California*, *Continental*, *Gussie Telfair*, *Idaho*, *Montana* and *Pelican*. The capitalization of the company was $5,000,000, divided into 50,000 shares, and in July the following officers were elected: Ben Holladay, president; William Norris, vice-president; C. J. Brenham, secretary; Lloyd Tevis, A. Hayward, S. F. Butterworth, W. C. Ralston, and W. F. Babcock, directors. When the organization was perfected, the steamship magnates and their friends embarked on the *Oriflamme* and made a tour of the Northern routes. The *Moses Taylor*, frequently alluded to as the *Rolling Moses*, was one of Holladay's recent acquisitions, and made her initial trip to the Northwest in July, 1869. She was built at New York in 1858 and came to San Francisco in 1864, making her first voyage south from the Bay City in December, continuing in this service the greater part of the time. She was two hundred and fifty feet long, thirty-six feet beam, and twenty-two feet hold, and cost $250,000. Captain Metzger was in command when she began running north. The steamship *Montana*, Captain Bolles, Engineer Winning,[*] was also running between San Francisco and the Columbia River. The steamer *John L. Stephens*, while on a visit to Alaska, was seized at Sitka by Collector Ketchum, who had been compelled to pay his fare and in revenge detained the steamer on a technical charge. The steamship *George S. Wright*, which had been in the Northern trade in command of Capt. N. L. Rogers, was sold in November to the North Pacific Transportation Company, filling a vacancy in the Holladay steam fleet made by the steamship *Oregon*, which had been disposed of to Adams, Blinn & Co., who converted her into a lumber bark. The steamship *Fidelater* was confiscated by the Government for alleged fraud in connection with her enrollment under American colors at the time of the Alaska purchase.

Six sailing vessels reached Portland direct from New York in Mercer's line, and the bark *Walter Raleigh* arrived from the same port under the flag of Comstock's Dispatch Line. Mercer's vessels included the bark *Hattie C. Besse*, the first fourmaster to enter the Columbia River, the bark *Muldoon*, barkentine *A. Heaton*, barks *Osmyn*, *Adeline Elwood*, *Edward James* and *Ida F. Taylor*. The *Adeline Elwood* was chartered on arrival by Corbett & Macleay to load wheat for Liverpool, and was the second vessel in this trade. She also took one hundred cases of salmon, with a view to introducing it to the English market, and a pair of elk horns for the Royal Botanical Gardens of London. The *Edward James* was bought by James B. Stephens, A. M. Loryea and

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[*] E. S. Winning, engineer, was born on Staten Island in 1837, and his first marine experience was on the steamer *Columbus* in 1854, running between Staten Island and New York in opposition to the Vanderbilt line. He was next on the yacht *Firefly*, and in December, 1855, went to Panama, where he joined the steamship *Oregon*, leaving her in a few months for the *Republic*, then on the Portland route. He was afterward on the steamship *Golden Age* running to Panama for two years, and came back to the northern lines on the *California*, *Northerner*, *Santa Cruz*, *Pacific* and *Brother Jonathan*, serving on the *Pacific* for two years. In 1868 he joined the steamship *Santa Cruz* as second engineer, and the following year was appointed chief of the *Montana*, where he remained until 1870, and was then transferred to the *Santa Cruz*, where he worked as chief engineer for a decade. In 1880 he joined the steamer *Alexander Duncan*, on which he served for three years, leaving her to take his present position as chief engineer of the steamship *Bonita*. During his long career on the Coast, Mr. Winning has participated in some very exciting scenes. He was on the *Pacific* when she sank in the Columbia River in 1861, and was one of the crew of the *Washington* when she struck a rock fifty miles below Acapulco.

Walter Moffitt of Portland, and by them placed in the Portland and China trade. She afterward loaded lumber on Puget Sound, and returned from China in 1872 with three hundred and eighty Chinese. In 1879 she was sold to Henry Cornwell, who registered her under the Hawaiian flag and named her the *Liliu.* The business of transporting Chinese from the Flowery Kingdom to our shores by sailing vessels, inaugurated the preceding year by the French ship *Jennie Alice*, was continued by the Dutch bark *Andrea*, Captain Peters, and the bark *Onward*, Captain White, which arrived in the summer with several hundred celestials. Puget Sound again exhibited her unsurpassed facilities for fine marine work by increasing the coasting fleet with the barks *Forest Queen* and *Tidal Wave.* The former was built at Port Ludlow, and registered five hundred and eleven tons, with the following dimensions: length, one hundred and seventy-two feet; beam, thirty-seven feet; depth, thirteen feet six inches. The other was launched at Port Madison in April. Her dimensions were: length, one hundred and sixty-one feet; beam, thirty-seven feet; depth, thirteen feet seven inches; registered tonnage, net, five hundred and seventy-three tons. A fine schooner called the *Clara Light* was also completed at Steilacoom in 1869 for Capt. S. C. Mitchell.[37]

Among the lumber fleet loading on the Sound in 1869 was the largest carrier which had yet appeared in the Northwest, the *Great Republic*, a ship constructed by the French Government for transport service during the Mexican invasion. She sailed from the Sound for Callao with 1,700,000 feet of lumber and 300 cords of wood. Cementville, a small settlement on the north side of the Columbia River opposite Astoria, which in after years under the name Knappton became a noted lumber-shipping port, dispatched its first cargo to San Francisco in September, the bark *Whistler*, Captain Simpson, having the honor as the pioneer at that point. The sailing fleet, coastwise and foreign, was much the same as the previous year. The *Lady Lampson*, Captain Gaudin, and other vessels of the Hudson's Bay Company, arrived on their annual trips from England, and a few others came from foreign ports. The United States surveying schooner *Humboldt* made a careful examination of the channels at the mouth of the Columbia, George W. Wood acting as pilot.

CAPT. S. C. MITCHELL

Over a score of lives and much valuable property was sacrificed by the marine disasters of 1869. The first of the fleet to make port with Davy Jones was the Shoalwater Bay schooner *Anna C. Anderson*, which sailed from Oysterville early in the year with a cargo of oysters for San Francisco and was never heard from. She was in command of Capt. W. H. Stapleford and was owned by John and Thomas Crellin of Oysterville and John S. Morgan of San Francisco. Owing to the perishable nature of the commodity, all of the vessels in this business were obliged to carry much sail and take unusual chances when under other circumstances greater caution would have been used, and the supposition is that Captain Stapleford spread every stitch of canvas that his schooner would stand up under, and encountered a squall which capsized her in an instant. Seven men were lost by this mishap. A far worse fate befell the crew of the American bark *John Bright*, which struck a reef near the Hesquiat Indian village, a short distance south of Nootka. The bark was lumber-laden from the Sound, and four of the crew were drowned in attempting to land after the accident happened, a death which was pleasant in comparison with that which awaited those who reached the beach only to be mercilessly butchered by the Indians. The exact date of the wreck is not known, as it was several weeks later before the news reached the outside world, Captain Christiansen[38] of the schooner *Surprise* carrying the first tidings of the tragedy to Victoria, March 13th.

The brig *Ida D. Rogers*, a two-hundred-ton vessel built at Essex, Conn., in 1856, struck on Coos Bay bar December 15th, while towing in with the tug *Fearless.* The hawser parted, and she began leaking rapidly but worked inside the bar, where she filled almost immediately and went to the bottom. N. M. Norton and other San Franciscans were her owners. The schooner *Alaska*, Captain Godfrey, was wrecked on Coquille bar in December, while crossing out lumber-laden for the Sandwich Islands. She was constructed at Port Townsend and was owned by Capt. Rufus Calhoun. The steamer *Ranger*, Capt. J. N. Fisher, while on a trip from Rainier to

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[37] Capt. S. C. Mitchell of Aberdeen, Wash., was born in Maine in 1826. He spent ten years sailing on the Atlantic Coast and to the West Indies, and during that period was shipwrecked three times. In 1856 he constructed the brig *W. D. Rice* at Lubeck, Me., and in 1857 took her round the Horn with a cargo of general merchandise for San Francisco and the Sound. He remained with her three months, and then took the brig *Cyrus*, afterward wrecked at San Juan in 1859. He subsequently went East and in company with Captain Salter built the schooner *Legal Tender* in 1866. She received her papers January 1, 1867, and took a load of wood to Boston, where she obtained a cargo of general merchandise for Valparaiso, sailing thence to San Francisco and the Sound, where she loaded lumber for the Bay City. Captain Mitchell disposed of the schooner and went to Steilacoom, where he launched the schooner *Clara Light* in 1869 and ran her between the Sound and San Francisco for five years. In 1875 he bought the schooner *H. L. Tiernan* and operated her between Alaska, Puget Sound and Shoalwater Bay until 1881, when he constructed the schooner *Sailor Boy* at the latter place and used her on the same route, making also a trip to the South Pacific Islands. After five years on the *Sailor Boy*, Captain Mitchell took the schooner *Novelty*, employed her in the lumber and coal trade for fourteen months, and has since been engaged in business at Aberdeen.

[38] Capt. James Christiansen was born in Denmark in 1840 and came to Victoria in 1864 on a cargo ship from Liverpool, leaving her on arrival and working a short time on shore until he secured a berth on the *Surprise* as mate. He was afterward on the schooner *Alert* with Capt. William Spring, and continued trading on the west coast for many years, having some narrow escapes from the Indians, who were very ugly at this period. Early in the seventies Captain Christiansen was appointed master of the steamer *Beaver*, but after a short time took command of the tug *Pilot*, going from her to the tugs *Alexander* and *Lorne*, which he commanded until he was appointed to his present position of pilot for the Victoria and Nanaimo district. His son, Capt. James Christiansen, Jr., took his place on the *Lorne* and afterward ran other tugs at Victoria until 1894, when he lost his life with the rest of the crew of the steamer *Estelle*, which foundered off Cape Mudge.

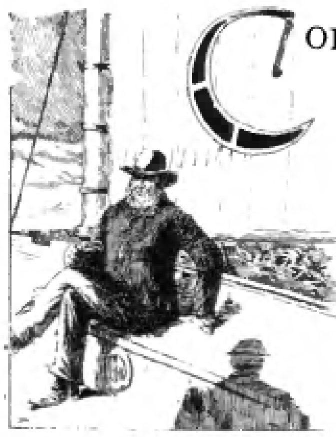
Portland, tied up for the night at Sauvies Island, September 4th, and, after banking the fires, the crew and passengers retired, only to be awakened a few minutes later by a fire which had broken out under the boilers and which burned the hull to the water's edge, the machinery alone being saved in a damaged condition. The schooner *Luella*, owned by Costello & Malowinski of Victoria, was driven ashore on the Alaskan coast during a gale in May and became a complete loss. There the Hawaiian brig *Pfeil*, Captain Almy, was also wrecked in August, the crew being rescued and taken to San Francisco on the bark *Menshikoff*. The bark *W. A. Banks* was lost in Clallam Bay, November 10th. The steamship *Sierra Nevada*, an old-timer on the northern route during the Fraser excitement, struck a reef three miles north of Pedro Blanco while *en route* from San Francisco to San Luis Obispo in October, and twenty minutes later keeled over and filled and was pronounced a total loss. A derelict, which for a long time promised to rival the famous *Flying Dutchman* in its wanderings, was created when the American bark *Maria J. Smith*, David Smith, master, lumber-laden from Port Townsend, was wrecked at the entrance to Barclay Sound. The bark sailed out of the harbor on November 6th and passed Flattery light at 2:00 P. M. on the eighth. At six o'clock a heavy gale, accompanied by a high sea from the south southeast, struck the vessel, and the deckload began to work loose. She commenced to leak soon afterward, and, as the wind increased, some of her sails were carried away. When the blow eased up, topsails were hoisted and an effort made to get away from land, which had been sighted close by. This proved fruitless, and, while the doomed vessel drifted in, the crew took to the boats. At daylight the bark was resting on a reef at the entrance to the Sound, full of water, with no apparent possibility of floating again. The captain, and his wife and children, were taken to Victoria by the schooner *Surprise*, Captain Francis, and the wreck was sold to Broderick for $950, the lumber for $750, and the sails for $300. An attempt to save the vessel was at once made. After some difficulty she was floated, and early in January, 1870, the tug *Politkofsky* undertook to tow her to Port Madison for repairs. A heavy gale struck them in the Straits, and the *Maria J.* was cut adrift and blown out to sea with Captain Smith and crew. Twelve days afterward she was abandoned, and the men were taken off by the bark *Sampson* and landed at Port Townsend. Within a fortnight the derelict was sighted off Flattery, and tugs went out to tow her in, but she had vanished. Two months later she was discovered by some Indians near Bella Bella, five hundred miles from where she was last seen, and in the latter part of March she drifted ashore on an island north of Millbank Sound and soon went to pieces.

CAPT. JAMES CHRISTIANSEN

Among the notable deaths of the year was Capt. Leon Smith, who had been with John T. Wright for many years. Captain Smith was murdered by an Indian in Alaska, December 25th. Capt. John Titcomb of Victoria died July 4th. He was a native of the eastern provinces of Canada, went to California in 1849 and served as pilot on the steamer *Comanche* on the Sacramento River, leaving there in 1858, after which he piloted out of Victoria harbor.

CHAPTER IX.

The "Shoshone's" Snake River Trip—The "Oneonta" Brought to the Lower River—Steamers "Missoula" and "Cabinet" Enter Pen d'Oreille Lake—The Second "Vancouver"—The Willamette Navigation Company—The Tug "Merrimac"—The "Swan's" Trip to Roseburg on the Umpqua—The Steamship "Pelican"—Steamship "Grappler"—Increase in Foreign Grain Shipments—Puget Sound Produces Fast Sailing Vessels—The "North Pacific" and "Zephyr"—Inspection District Established on Puget Sound—First Licenses Issued—Steamers "Annie Stewart," "Dixie Thompson" and "Emma Hayward"—Ben Holladay Purchases the People's Transportation Company's Steamers—The Willamette Freighting Company—Columbia Transportation Company—First Steamship Enters Rogue River—The Steamship "Constantine" Running Opposition — Boiler Explosion on Steamer "Emily Harris"—Wreck of Bark "Hattie Besse" and Steamer "U. S. Grant"—Steamers "Maude" and "Blakely" — Steamships "Prince Alfred" and "Eastport" — Yaquina Bay Steamer "Oneonta" — The Oregon Steamship Company — Puget Sound's Lumber Fleet — Boiler Explosion on Steamer "Resolute" at Portland.



COLUMBIA RIVER steamboating, which at the organization of the Oregon Steam Navigation Company was in the height of its glory, retained its lustre until the decline of the mining boom in Idaho. Although the profits were still enormous and the volume of business was increasing, it was no longer possible in 1870 for an upper Columbia River boat to earn more than her original cost during a single trip. The Oregon Steam Navigation Company commenced to withdraw their transportation lines from the frontier during this year, and several of their steamers were removed to points nearer civilization. The most important event of the season was the trip of the *Shoshone* down Snake River cañon. The history of the building and abandonment of this steamer has already been told, but, as this remarkable voyage has never been paralleled, more than passing mention of it will be made. After Captain Smith started for the lower river with the steamer, he left her and reported that it would be impossible to proceed farther. She was temporarily abandoned, and Captain Ainsworth almost decided that she could rot where she lay; but owing to the heavy expense incurred in her construction, and her utter worthlessness in that inhospitable region, he reconsidered the matter and in March, 1870, secured the services of Capt. Sebastian Miller and Chief Engineer Daniel E. Buchanan,[1] sending them from Portland with instructions to bring the boat through even at the risk of losing her. They left Portland on March 21st, and, after landing at Umatilla, were compelled to travel on buckboards, sleds, wagons, horseback and afoot, arriving at Union, March 28th. They left there April 1st and traveled thirteen days before arriving at Lime Point, and then proceeded down the river, reaching the *Shoshone* two days later. She was in charge of two keepers, Livingston and Smith. The former shipped as mate, the

Capt. Daniel E. Buchanan

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[1] Capt. Daniel E. Buchanan was born in Ohio in 1838. His parents died during his childhood, and while yet a boy he served an apprenticeship of six years as a blacksmith and machinist on locomotive and mill work, completing what education he was unable to get when a child while so engaged. In the spring of 1859 he journeyed to the Pacific Coast by way of the Isthmus,

latter as fireman, and W. F. Hedges, at present pilot on the steamer *Tacoma*, was employed as a general utility man. The five constituted the crew, and before undertaking the journey the boat was thoroughly overhauled and the machinery disconnected and put in good order. The steamer had been constructed throughout of mountain pine, which is very brittle and soft when seasoned. Without materials with which to rebuild, and with no time to caulk the seams, they started the deck pump and wet down the hull until the planking swelled and closed the gaps. As the work progressed the water rose, and when it reached the proper stage they decided to attempt the run over Copper Ledge Falls, an obstruction two hundred yards below the steamer, and which Captain Smith had reported could not be passed in safety. The start was made April 20th, due precaution having been taken against accidents by placing lighted candles in the hold, so that a leak could be instantly detected and stopped. The plan of navigation adopted was to drift with the engines backing, steering the boat by the pressure of the water against the rudders. In approaching the rapids, Captain Miller miscalculated the force of a large eddy where the river was divided by a small island of boulders, and the steamer was carried around three times before she cleared the whirlpool, and when she finally headed for the plunge was not in a position to avoid the rocks in the middle and at the foot of the rapids, which had a fall of fifteen in a distance of two hundred feet. When she reached the declivity the stern tipped up until the wheel was entirely out of water, and the engines began racing, so that when the wheel took hold again all that portion of it which had been exposed to the weather was destroyed, and was useless in checking the speed of the steamer. She collided with the rocks at the foot of the falls, carrying away about eight feet of the bow, and the shock threw the weight from the safety valve, allowing the steam to escape. A landing was made as soon as possible, and the crew were employed all day in repairing the wheel. The breach in the bow was above the water line, and the forward bulkhead kept the water out. At nine o'clock the next morning they again steamed down the unexplored river, passing through several bad rapids and whirlpools, into which the steamer plunged, deluging the decks. At eleven o'clock they landed near a small clump of trees, which were soon converted into fuel, and got under way again at half past two, passing before nightfall some of the worst rapids yet encountered, the water coming over the decks and driving the firemen from the hold. In the midst of these obstructions the banks of the river were solid walls of rock, and the channel so narrow that the noise of the rushing water drowned all other sounds. As the boat pitched over the declivities and straightened up again at the lower level, the house would buckle sufficiently to ring the gong, deceiving the engineer unless he watched carefully. A landing was made at 5:00 P. M. on the twenty-first to make further repairs to the wheel, which was patched up with stage planking and other available lumber on the boat.

DALLES OF THE COLUMBIA

This work occupied the men until the morning of the twenty-third, at which time they again cast off the lines, but were compelled to tie up at 11:00 A. M. on account of the wind, which prevented the captain from keeping the boat properly headed. On the twenty-fourth another start was made, the nature of the river traversed being about the same as the day before, necessitating frequent stoppages to enable those in charge to go ahead and examine the stream before proceeding with the boat. After making ten miles the steamer tied up at the base of a mountain where fuel was plentiful. Captain Miller nearly lost his life at this place, a large tree rolling over on him and injuring him so that he was unable to work the following day. At 7:00 A. M., April 26th, the *Shoshone* entered a very good stretch of river, which they followed until nine o'clock, when a succession of short bends were reached which would not permit keeping the boat pointed with the current. These were passed in safety, however, and Mr. Livingston, who had been in that region before, announced that they were only six

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arriving in Oregon in June. He worked for a short time in the mills and on the ferries, and in 1861 went to the mines. On his return in 1862 he commenced steamboating, running alternately as master and engineer of the little steamer *Eagle*, towing rafts and scows. Since that time he has been employed almost continuously in different branches of the business. After making his famous trip on the *Shoshone*, he entered the service of the Government in the engineering department, engaged in the improvement of the Columbia River channels. He continued in that service as master, engineer and machinist, and superintended the building of nearly all of the dredges, scows, tugs and snagboats employed in that important undertaking. From the time he commenced this duty he had charge of most of the practical work of the improvements, from the mouth of the river to the head of navigation, until June, 1889. While thus engaged he invented and successfully operated a dredge for deepening the water on the bar at the mouth of the Columbia, making a good channel there and at Hogsback bar above Astoria, where the natural formation had rendered previous efforts useless. In 1889 he retired from the service, and also from all work in connection with the river. He is still living in Portland, devoting his time to commercial interests and to the care of property accumulated during his long career on the river.

miles from Salmon River. The steamer continued, with the engines backing under half throttle, and covered the six miles in twenty minutes. As Captain Miller had not fully recovered from his injuries, he decided to land here and rest, but after lunch ran through another six miles of very difficult navigation, and then advanced until 4:00 P. M., tying up for the night at the mouth of the Grande Ronde, with but one more peril to encounter. At 7:00 A. M., April 27th, preparations were made for the final run, and the steamer shot through Wild Goose Rapids without incident, arriving at Lewiston two hours later. While rounding to, Captain Miller shouted through the speaking-tube to the engineer, "I say, Buck, I expect if this company wanted a couple of men to take a steamboat through hell, they would send for you and me." On landing, he asked for the agent of the company and turned the boat over to him, stating that, although she looked a little rough, she did not leak a drop. While going over Copper Ledge Falls on the first day out, the jackstaff was carried away, and was picked up at Umatilla so long before the boat was heard from that she was given up for lost. The *Shoshone* was taken on to Celilo by Captain Holmes, and in June was run down to the middle river.

The steamers *Nez Perce Chief* and *Shoshone* made the perilous trip through the Dalles of the Columbia June 28th. The following day the steamer *Oneonta*, for a long time the crack boat of the middle river, was taken over the Cascades by Captain Ainsworth, and was immediately put into commission on the route between Portland and the Cascades. Captain Miller was so successful in his swift-water trip with the *Shoshone*, that in June he was again sent to the upper country, and brought the steamers *Missoula* and *Cabinet* over Cabinet Rapids into Lake Pen d'Oreille. While going through Cabinet Cañon, the water was so rough that the steamers were buried from sight. With Miller on the steamers were Capt. Shep Warren, formerly in command, and J. Gallagher, engineer. The *Mary Moody*, which was the first of the interior fleet, continued to run on Lake Pen d'Oreille. In the fall of 1870 the Oregon Steam Navigation Company withdrew from the Sound, and confined their operations exclusively to their Columbia River monopoly. They purchased the steamer *Fannie Troup* and assigned her to the Cowlitz route, in command of Capt. Richard Hoyt. The same company also operated the *Wenat* in that trade, meeting with some competition from the steamer *Carrie*, which Capt. James Fisher was running to Monticello. After the purchase of the *Fannie Troup*, Vancouver was without a regular boat for a short time, but Capt. George Bowman soon filled the vacancy with the little propeller *Wasp*, which he continued to operate until the completion of the new *Vancouver*, a sternwheeler, one hundred feet long, twenty feet beam, and four feet depth, with engines twelve by forty-eight inches. The steamer was built at Vancouver, Wash., in 1870. Capt. James Turnbull was master, and W. H. Troup, engineer. With their associates they formed the Vancouver Steamboat Company, and the following year operated the steamer on the Kalama route in opposition to the Oregon Steam Navigation Company. So spirited a war was waged, that a compromise was soon effected by which the *Vancouver* obtained control of the trade for which she was designed. In 1873 the organization was dissolved, the steamer passing into the hands of the Willamette River Transportation Company. Jacob Kamm afterward secured the *Vancouver* and ran her for several years in the service of the Vancouver Transportation Company. She was also used on the Sellwood route by Captain Yarneberg,[2] in place of the steamer *City of Sellwood*, and continued in active service until a few years ago, when Capt. F. B. Jones purchased her, and, after rebuilding her throughout, called her the *Maria*. Captain Turnbull was succeeded in command of the new *Vancouver* by E. W. Baughman, James W. Troup,[3] J. H. D. Gray, James T. Gray, Horace Daniels, F. H. Sherman, and others.

CAPT. JAMES W. TROUP

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[2] Capt. Charles Yarneberg was born in Pennsylvania in 1849, and sailed out of Philadelphia as an apprentice on the ship *Red Jacket* when he was twelve years old. His first steamship experience was as quartermaster on the *Pennsylvania*, going from her to the *George W. Glide* as first officer. He afterward served as master of the tug *Charles B. Lord* and of a river steamer called the *City of Bristol*. He arrived on the Pacific Coast in the fall of 1872 and ran as mate on the Sacramento River steamer *Julia*, leaving her to go to the Columbia, where he was mate with Captain Wass on the old tug *Astoria*. A few months afterward he took the schooner *Kate L. Heron*, operating her in the coasting trade for two years, subsequently engaging for a short time in the general merchandise business at Tillamook. He then built the *Ona*, the first steamer to enter at the Yaquina Bay custom-house, and ran her for two years, leaving her to take charge of the *City of Sellwood* on the Willamette River, where he remained for a similar period and then went East. On his return to the Coast he was in the employ of Banning Brothers of San Pedro as master of various steamers for nearly two years, and afterward chartered the *South Coast*, which he ran between Tillamook and San Francisco for a year. His next enterprise was with the *Laguna*, which he operated, under charter, in the northern trade, leaving her to take charge of the steamer *Arcata*. He remained ashore a short time after leaving the latter vessel, then leased the *Hattie Gage* on the Eel River route, and was afterward interested in the steamers *Weott* and *Kahulini*.

[3] Capt. James W. Troup was born in Vancouver, Wash., in 1855. He is the oldest son of the pioneer steamboatman, William H. Troup, and enjoyed his first marine experience with his father on the old *Vancouver*. He commanded the steamer *Wasp* on the Vancouver route before he was twenty years old, and by the time he was of age had filled every position on a boat from deckhand to master. After leaving the Vancouver trade he entered the service of the Oregon Steam Navigation Company on the upper Columbia, first as purser and afterward acting as master of some of their best steamers. When the *Harvest Queen* was launched he

Undismayed by the approaching contest with the Willamette Locks organization, the People's Transportation Company launched the steamer *Shoo Fly* at Canemah early in the year, and Capt. George Jerome ran her between Oregon City and upper Willamette points. The *Shoo Fly* was one hundred and twenty-six feet long, twenty-three feet beam, four feet six inches hold, with engines fourteen by forty-eight inches. She was afterward commanded by John Kelly,[4] J. N. Fisher, and others, ending her days in the service of the Oregon Steam Navigation Company. Another factor in Willamette River navigation appeared at Corvallis in the Willamette Navigation Company's steamer *Calliope*, a sternwheeler, one hundred feet long, twenty feet beam, four feet hold, with engines eight by thirty inches. As usual, the company which owned the steamer was largely composed of farmers along the river. J. C. Avery was president, M. Holgate, secretary, P. Harris, treasurer. She ran for some time on the Yamhill River in opposition to the People's Transportation Company's steamers, but was hauled off in February, 1871, going on the upper Willamette in 1872. The steamer was subsequently purchased by Meyers & Marshall, and in January, 1873, took the first shipment of freight, consisting of forty-seven tons of flour, through the locks, from McMinnville to Portland. In December, 1873, the *Calliope* ran for a short time on the Cowlitz route, and then passed into the hands of Lewis Love, and was operated by him and afterward by Capt. Fred H. Love[5] until 1883, when they disposed of their interests to Capt. W. H. Pope and Henry Winch, who put her on the Cascade route, where she was kept until the completion of their steamer *Multnomah*. Captains Pope, Sullivan, Burgy and Raabe[6] were the last in command, and she passed out of existence in 1887.

Capt. Fred H. Love

The Oregon Steam Navigation Company were operating the steamer *Okanogan* on the Astoria route, meeting with some opposition from the steamer *Mary Bell*, Captain Smith. The *Josie McNear*, which had been in the same trade, was chartered by the Cementville Manufacturing Company and put in charge of Capt. Richard Hobson. The steam tug *Merrimac*, which had gone to the Sound from San Francisco the preceding year, was taken to the Columbia in February, 1876, and was used on the river towing vessels between the sea and Oak Point, the tug *Ben Holladay* taking them from there to Portland. The *Merrimac* was a well built craft, launched at Eden's Landing in 1862, and first came into prominence through a terrible accident on Humboldt bar in 1868. The bar was very rough, and the steamship *Oregon* had been lying outside for several hours, when the *Merrimac* came up, and, to the surprise of those on the steamship, started in and was caught on the crest of a big comber, turned twice over, end for end, and was finally shot into the smooth water of the harbor bottom up, with her deck-house missing and not one of the eighteen people on board left to tell the tale. The hull was comparatively uninjured, and, after being repaired, the steamer performed good service for several years at various places along the coast. Among her crew when she first came to the Columbia was Michael O'Neil,[7] the well known engineer. Other additions to the marine fleet on the Willamette were the

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was given command and remained with her until he finally brought her over Tumwater Falls. Several years later he piloted her over the Cascades. As an instance of his employers' appreciation of his worth, it is noted that, at the time of his father's death, special boats and trains from Lewiston to Vancouver were placed at his disposal to enable him to reach home in time for the funeral. With the decline of steamboating on the upper Columbia, Captain Troup found a new field on the lakes of British Columbia. He ran for several months on Kamloops Lake and was also interested in a steamer on Sishwaup Lake. He was also engaged for a short time on the Fraser River on the *Yosemite* and other steamers of Irving's line. While on the Fraser he was appointed superintendent of water lines of the Union Pacific, which had then absorbed the Oregon Railway & Navigation Company. He remained in this position until about three years ago, leaving their employ to become superintendent of the Columbia & Kootenai Steam Navigation Company, with headquarters at Nelson, B. C. While in charge of the Union Pacific water lines, Captain Troup built the *T. J. Potter*, the fastest sidewheeler afloat in the Northwest.

[4] Capt. John Kelly was born in Baden, Germany, in 1839, and arrived on Puget Sound on the United States revenue cutter *Jeff Davis* in 1858, leaving her six months later to engage in trading on the Fraser River, and was the first settler at Murderer's Bar. In the fall of 1860 he went to Portland and subsequently served as mate on the *Express*, *Onward*, *Okanogan* and *Hassalo*. He then engaged with Capt. William Parsons on a schooner between Celilo and Wallula, and was afterward on the *Tenino*, *Colonel Wright*, *Spray*, *Webfoot*, *Senator*, *Rival* and *Success*. In 1869 he received a special license as engineer on the steamer *Shoo Fly*, later filling the same position on the *Dayton*, *Active* and *Albany*. He was subsequently master of the *Shoo Fly*, *Occident* and *Orient*, and worked as mate on the Couer d'Alene Lake steamers *Couer d'Alene* and *Kootenai*. He retired from steamboating in 1890, and is now living in Oregon City.

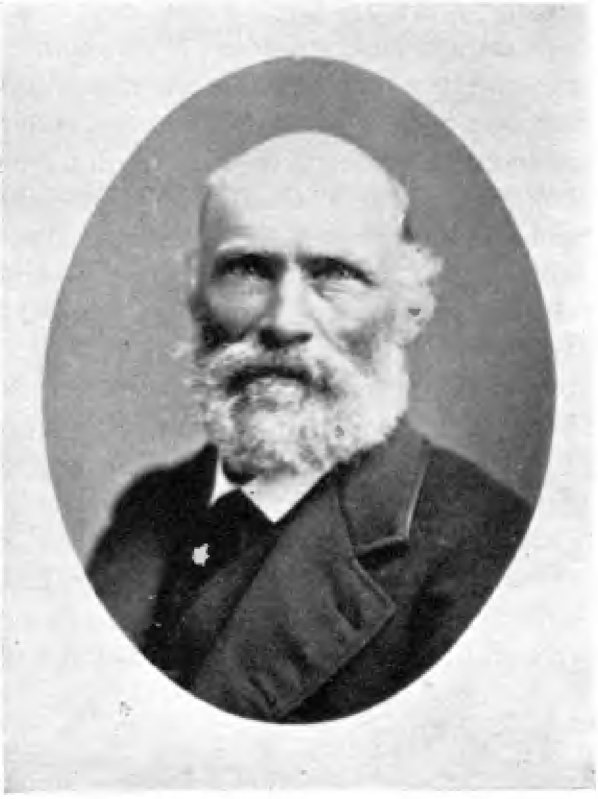
[5] Capt. Fred H. Love was born in Illinois in 1847 and commenced steamboating in the Northwest on the *Eagle* in 1869. After leaving her he was interested in the *Westport*, *Belle*, *Calliope*, *Gazelle*, *Traveler* and *Salem*, having command of the two last named for several years. His most recent steamboat venture was with the small steamer *F. P. Wright*, which he ran until 1892, and then retired from the water.

[6] Capt. George Raabe was born in Norway in 1852, commenced sailing out of European ports in 1867, and came to the Pacific Coast in 1869. His first steamboating was on the Sacramento River during that year on a little sternwheeler named the *Reform*. Two years later he came to Oregon and began running on the Willamette, soon working up from the position of deckhand to that of master, and for nearly twenty years has been in command of Willamette River steamboats. He was in charge of the *City of Salem* for a greater length of time than any other captain, and, on leaving her, entered the service of the Oregon Pacific on their upper Willamette steamers, going from that company to the Oregon Railway & Navigation Company, where he still remains in command of their new steamer *Elmore*.

[7] Michael O'Neil was born in Ireland in 1846, reached New York in 1866, and after drifting about the Middle States arrived in California in 1869, going from there to Coos Bay, where he ran on the bar tugs for three years. He came to the Columbia River

steamers *Resolute* and *Eugene City*, and the big sidewheel ferry built at Portland for the Oregon & California Railroad. The Oregon Steam Navigation Company's steamer *Cascades* was fitted with a wheelhouse, an improvement designed by the late John Gates and the first of its kind to appear on sternwheel steamers.

The Umpqua Steam Navigation Company, organized at Gardiner, Or., by a man named Hann, constructed the steamer *Swan* for the purpose of navigating the waters of the Umpqua as far inland as Roseburg. The *Swan* was built by Hiram Doncaster,[8] and it is intimated that the principal object of the venture was to demonstrate that the river was navigable to the point named and accordingly worthy of Congressional assistance. If such was the case, Mr. Hann and his associates succeeded admirably. With the aid of a donkey engine and numerous lines and cables, the steamer succeeded in reaching Roseburg three weeks after leaving Umpqua, and, as time was not an element in the question, an appropriation of $70,000 was secured on the strength of her performance. This was the first and only visit that Roseburg ever received from a steamboat, and, while the distribution of the money was duly appreciated by the people of that section, its benefit to steam navigation will always remain questionable. By good fortune and management the steamer returned to a point where there was a sufficient depth of water to float her, and ran on various routes for several years. Capt. Godfrey Seymour,[9] who is still steamboating at Coos Bay, was one of the owners of the *Swan* and was engineer when she made the Roseburg trip, and Capt. J. B. Leeds[10] secured possession after the dissolution of the company interested in her construction. Another small steamer called the *Enterprise* was built on the Umpqua in 1870 by the Merchants & Farmers' Transportation Company. She was commanded first by Capt. Henry Wade,[11] and afterward by Captains Boone and French. In charge of the latter she started up the coast from Gardiner in February, 1873, and while on the bar her steam pipe collapsed, and she drifted into the breakers, becoming a total wreck.


CAPT. JOSIAH B. LEEDS

There were few additions to the Puget Sound steam fleet in 1870. The little steamer *James Mortie* was purchased from the Western Union Telegraph Company by J. Brisby, and ran on Lake Washington from Yesler Avenue to Newcastle, and was afterward taken to Port Gamble and plied between there and Seabeck. In 1879 she was operated as a ferry between La Conner and Coupeville by Capt. George M. Coupe.[12] The steamer *Alida*, which appeared in 1869, commenced

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on the tug *Merrimac* in 1871, remaining with her for six months and then going to the upper Columbia and Snake River, where he was in the employ of the Oregon Steam Navigation Company for three years. He was chief engineer on the steamer *Bonita* with Capt. George Ainsworth in 1876, and, with the exception of a brief period when he was on the steamer *Rip Van Winkle* with Capt. Will Whitcomb, served on the Astoria route with Captains Ainsworth and Babbidge until 1881. That year he joined the *Edith*, remaining on the steamer with Capt. James Whitcomb and Capt. Thomas Crang until 1884, when he returned to the upper Columbia and was engaged on the *Annie Faxon* with Captain Coe for a year. With Capt. Thomas Callahan he subsequently purchased the steamer *Margey*, working with her as engineer, retiring in 1890 to go to the transfer boat *Tacoma* at Kalama, where he has since remained.

[8] Hiram Doncaster was born in Nova Scotia in 1838, came to the Pacific Coast in 1856, and followed the stampede to the Fraser River two years later. He remained there a short time only, and has since worked at his trade at different yards all along the Coast. At Port Ludlow he built the *Forest Queen*, at Umpqua the steamer *Swan* and schooner *J. B. Leeds*, and in San Francisco the steamer *Enterprise*. He was engaged for a long time in the shipyards of Middlemass & Boole at San Francisco, and while there was employed by W. L. Adams to go to Puget Sound, where he constructed the bark *Cassandra Adams*, tug *Holyoke*, and barkentines *Retriever* and *Mary Winkleman*; ship *Olympus*, schooner *American Boy* and steamer *Louisa*, at Seabeck; at Port Ludlow, the tug *Tyee* and barkentine *Skagit*; and, at Tacoma, the tug *Mogul*. The *Adams* and *Olympus* were two of the fastest sailers on the Coast, the latter having been the largest single-deck ship in the world.

[9] Capt. Godfrey Seymour, of the steamer *Restless*, was born in Montreal, Canada, January 1, 1832. In 1862 he began steamboating on the Umpqua River on the *Raftsman*, afterward serving on the little steamer *Washington*. He was engineer and part owner of the *Swan* when she made the famous exploring trip up the Umpqua to Roseburg. Captain Seymour was also on the steamer *Enterprise* for a time, and now lives at Gardiner, Douglas County, Or., where he is at present connected with the steamer *Juno*.

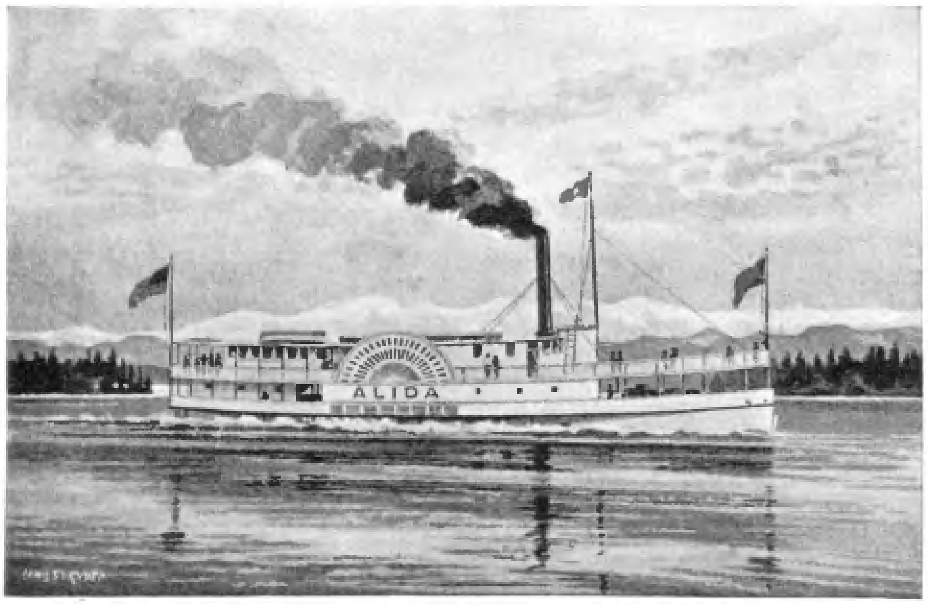
[10] Capt. Josiah B. Leeds was born at Leeds Point, N. J., in 1829, and before he was ten years old commenced going to sea with his father, a well known Atlantic Coast master, rising to the position of captain at the age of twenty-two. He came to the Pacific Coast in 1851 as mate on the schooner *Francis Ellen*, and, in charge of that vessel, sailed out of San Francisco, going into the Umpqua River with her in May, 1853. He selected the present site of Gardiner, Or., and secured three hundred acres of land where the town now stands. He sailed most of the time between the Umpqua and San Francisco for about ten years, and in 1865 retired from the sea and settled on the Umpqua. In 1876, with Captain Hinsdale, he laid out the town of Gardiner and erected a sawmill, which is now the property of the Gardiner Mill Company, to whom he disposed of his interests in 1882. While on the Umpqua he built the schooner *Mary Cleveland*, which he operated for a loug time, and also purchased a half interest in the steamer *Washington*, then owned by Captain Hinsdale. He died in San Francisco, February 15, 1889.

[11] Capt. Henry Wade, of Gardiner, Or., was born in Indiana in 1843 and began his marine career on the Umpqua River, where he was engaged on the steamer *Washington*. He was afterward in command of the steamer *Enterprise* for a few months, and about 1872 bought the steamer *Argo*, which he ran for four years and then sold her to Captain Reed and lived ashore for about ten years, going back again about 1886 as master of the *Restless*. He remained in command of this steamer for some time and was afterward on the *Dispatch* on the Coquille River for a short period. He is at present captain of the steamer *Juno*.

[12] Capt. George M. Coupe, of Seattle, a son of the pioneer, Capt. Thomas Coupe, was born in New York City in 1849, and, with his parents, came to Puget Sound in 1853, settling on the Coupe farm on Whidby Island. The early part of his life was spent on the sloops *Mary Ellen* and *Ketereauh*, running between Whidby Island and Port Townsend, a ferry route established by his

running on the Victoria route in July, 1870. She made but few trips to Victoria, as she was rather frail for crossing the Straits, and in September the steamer *Isabel* was operated in connection with her, the *Alida* going no farther than Port Townsend. Finch & Wright had refitted the *Eliza Anderson* with boilers from the wrecked *Suwannee* and were using her in place of the new steamer *Olympia*, and the *Anderson* and the *Isabel* indulged in some lively races between Victoria and Port Townsend, the latter boat proving the faster. Before Captain Starr relieved Contractor Nash of his financial difficulties, the latter had purchased the steamer *Varuna*, intending to operate her in conjunction with the *Alida* as a mail boat, but Starr never used her in that service. Finding that the *Anderson* was hardly holding her own with the *Isabel* and *Alida*, her owner started the *Olympia* on the route again in November, and Starr commenced work on a new steamer that was to run more economically and rapidly than anything on the Sound. The *J. B. Libby* was rebuilt at Seattle by Capt. John Suffern, and the North Pacific Transportation Company sold the steamer *Gussie Telfair* to Frank Barnard of San Francisco, filling her place on the Portland and Victoria route with the propeller *California*, in charge of Captain Lyons. The same company was awarded the postal contract between Port Townsend and Alaska, and operated the *George S. Wright*, Captain Waitt, as a mail steamer.

CAPT. GEORGE M. COUPE



PUGET SOUND STEAMER "ALIDA"

Holladay's steamship *Pelican* was among the newcomers on the northern routes in 1870. She arrived at Victoria and Portland on her first trip in June, H. M. Gregory, master. The *Pelican* was a twin propeller, one hundred and eighty-nine feet long, twenty-four feet beam, thirteen feet hold, with two direct-acting cylinders forty by thirty inches. She was built at Hull, England, in 1858, to run between Dublin and Liverpool, but was purchased by the Confederates, who used her as a blockade runner during the war. On the collapse of the Rebellion she was turned over at Havana to the United States Government and taken to New York, where she was sold to David Fay, who sent her to San Francisco. On arrival there in October, 1868, she was quickly absorbed by the Holladay line, and began running south from San Francisco in the coasting trade. As originally constructed she was very speedy, but in transforming her into a merchant steamer she was encumbered with a very heavy house and upper works, which decreased her speed so that seven or eight miles an hour was about her limit. While running north, Gregory was succeeded by Capt. James Carroll, and Captain Harrison, now commodore of the Yacht Club at Sausalito. As the *Pelican* was too slow for passenger service, she was sold to the Costa Rican Government, who equipped her as a man-of-war, naming her the *Yrazu*. Capt. Thomas Doig,[13] the Columbia bar pilot, was in

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father. In 1868 he was employed in the engineering department of the Utsalady Mill. In 1871 he was engineer of the steamer *Linnie*, and in 1872 assistant engineer on the *Favorite*. He became captain of the steamer *Phantom* in 1876 and of the *James Mortie* in 1880. From 1882 to 1887 he was purser with the Washington Steamboat Company on their various steamers. He retired from marine pursuits in 1887 and has since lived ashore.

[13] Capt. Thomas Doig was born in Fifeshire, Scotland, in 1845, and made his first sea voyage to Melbourne in 1859 in the Black Ball Line of packet ships, remaining in this employ for four years and leaving it to go to the mines in New Zealand. He was then in the coasting trade around Australia for a similar period, going thence to Mauritius as mate on a vessel. On returning he engaged in trading among the South Sea Islands for two years, next going to China, where he shipped with the vessel which took the first cargo of Chinamen from Hongkong to New Zealand. He left the vessel at Hongkong a few months later, and, after making a couple of voyages to Singapore, came to Oregon as a passenger on the bark *Garibaldi* in 1872, and served for a short time as a deckhand on Holladay's steamers on the upper Willamette, subsequently joining the *Falkenberg* as second mate with Capt. J. A. Brown, with whom he was afterward mate for a few trips, and then commenced piloting for Captain Flavel, with whom he remained five years and then joined the opposition pilots on the schooner *Rescue*. When the latter withdrew, Captain Doig went to Costa Rica to look after the sale of the schooner and while there was appointed captain of the man-of-war *Yrazu*, the old steamship *Pelican* under a new name. With the *Yrazu* he made a trip to Cocos Island with prisoners, and was in the service of the Costa Rican Government for a year, subsequently going to San Francisco, and, with pilots Howes, Woods and Olsen, purchasing the pilot schooner *J. C. Cousins*, which they operated on the Columbia bar until she was lost. Captain Doig then engaged as mate on the steamer *Queen* until the pilot steamer *Governor Moody* was put into service, when he joined her as one of the State pilots and has since continued on the bar.

charge of her the first year after she became a gunboat, and A. H. Kress,[14] who had served with her in the merchant service, was chief engineer. Other steamships on the northern route were the *Idaho*, *Montana*, *Moses Taylor* and *Ajax*. The latter vessel was in command of Captain Bolles, with James Carroll, first officer, and on a trip in March narrowly escaped destruction on the Columbia River bar. The rudder was carried away, and a line became fouled in the propeller. Carroll dove under the steamer and cleared the line, and Captain Bolles succeeded in rigging a temporary rudder, with which he brought her through in safety. The San Francisco underwriters appreciated his service by making him a present of five hundred dollars, and Carroll was rewarded with a valuable gold watch. The steamship *Active* was also run north for a short time, but was wrecked early in the year.

Victoria's merchant marine was increased by the steamer *Grappler*, a well known gunboat which had been condemned and sold by the naval authorities, and by the return of the old *Beaver*, which had been under lease to the Government for several years. The latter vessel was turned over to the Hudson's Bay Company in October, and was hauled out for repairs, when a relic of her collision with Race Rocks was found in her timbers in the shape of a ten-pound piece of stone, which proved that the obstruction was no match for the pioneer vessel. The steamer *Hope*, built several years before, was extensively overhauled at Trahey's yard, the hull being lengthened, and improved cabin and freight accommodations supplied. She was launched in September and returned to the Fraser River. Esquimalt received a visit from the celebrated "Flying Squadron," including H. B. M. ships *Liverpool*, *Endymion*, *Liffey*, *Phœbe*, *Pearl* and *Scylla*, then on a tour of the world. The U. S. revenue cutters *Lincoln*, Captain Hooper, and *Reliance*, Commander Sullivan and Chief Engineer Doyle,[15] were stationed in the Northwest the greater part of the year. The U. S. steamer *Mohican*, with Commodore Rogers of the North Squadron of the Pacific fleet, was at Victoria in April, and after a brief stay steamed down the coast, where her crew had an exciting encounter with the old British gunboat *Forward*. The *Mohican* was officered as follows: W. W. Low, captain; Wm. H. Bronson, executive officer, Sam W. Berry, navigator and ordnance officer, lieutenants; H. Knox, H. B. Mansfield, J. M. Wainwright, R. Rush, ensigns; J. H. Sherburn, lieutenant of marines; Charles W. Petite, secretary; P. Inch, chief engineer; J. D. Redfield, paymaster; F. E. Potter, surgeon; J. E. Gillespie, assistant surgeon; G. W. Townrow, second assistant engineer; Rierden, Hall, Jamieson and McCreary, mates; J. T. Choat, boatswain; J. S. Gringer, gunner; R. E. Tattan, sailmaker; Dwyer, carpenter; R. Baker, captain's clerk; Mansfield, paymaster's clerk.

CAPT. THOMAS DOIG

Pilotage and towage on the Columbia River, which had, prior to this time, been vexed questions, were thoroughly and satisfactorily systematized in 1870. The tug *Astoria*, running under a subsidy from the State, was commanded by Capt. A. D. Wass, and as bar pilots carried Alfred Crosby, William Bochau and A. C. Farnsworth; while Phil Johnson, Granville Reed,[16] M. M. Gilman and H. A. Snow were the regular licensed branch pilots on the river. James Taylor, W. F. Kippin and Thomas J. Dryer constituted the Board of Pilot Commissioners, the latter taking the place made vacant by the death of Captain Couch, who had also held the position of U. S. Inspector of Hulls, to which Capt. William Dierdorff was appointed. James Lotan was made Inspector of Boilers about the same time. A number of deep-water vessels arrived at Portland this year, most of them coming with railroad iron for the Oregon & California Railroad, which Ben Holladay was then making strenuous efforts to complete. Among those bringing iron were the *Lyra*, *Tordenskjold*, *Lovied*, *Gungar*, *Tenax*, *Propsoti* and *Madawaska* from England, the *Congress* from Wales, and the *Dauntless*, *Sonora* and *Crockett* from New York. The barks *Garibaldi* and *Hattie C. Besse* came from China, the former with 275 and the latter with 387 coolies. The ship *Hertha* also arrived from Hongkong with 303 celestials. The German ship *Herman Doctor* arrived from China and loaded wheat for Liverpool. Foreign wheat shipments from the Columbia River had materially increased, and among the vessels clearing with grain cargoes were the *Lyra*, *Altha*, *Lovied*, *Tordenskjold* and *Montgomery Castle*, the latter being the first iron sailing vessel to enter the Columbia River.

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[14] A. H. Kress, engineer, was born in Kentucky in 1850 and has been engaged in maritime pursuits for twenty-five years. On coming to the Pacific Coast he was second assistant of the steamship *Ventura* for about three years, remaining with her until she was wrecked, and afterward holding a similar position on the *San Luis*. During the steamship *Pelican's* last year in the merchant marine service, Mr. Kress was her first assistant, and afterward chief for four years in the service of the Costa Rican Government. He then retired from the water for a short time and engaged with the Union Iron Works, but, preferring life at sea, joined the steamship *Santa Cruz* as chief engineer for three years, afterward serving a short time on the *Santa Rosa*. He was next employed on the company's dock at San Francisco until 1886, when he joined the *City of Puebla*, leaving her in 1893 to take his present position as chief engineer of the steamship *State*.

[15] James A. Doyle, engineer, was born in the State of New York in 1838. He secured his first license in New York City in 1863, and soon after went into the revenue service as second assistant engineer. He held that position on the *Wyanda*, and in June, 1866, was promoted to chief. In 1868 he made several cruises to Alaska on the *Wyanda* under Capt. John W. White and also under Captain Selden. Mr. Doyle is now on the revenue cutter *Grant*.

[16] Capt. Granville Reed was born in Maine in 1839. He sailed for a number of years on the Atlantic Coast, but came west about 1865 and commenced running on the steamer *John H. Couch*. He continued in the employ of the Oregon Steam Navigation Company until the fall of 1870, when he began piloting, and since that time has been regularly engaged as a branch pilot on the Columbia and Willamette rivers.

The barkentine *C. L. Taylor* loaded lumber at Portland for Callao. This vessel, for many years in the coasting trade, was a historic craft, and during the Civil War sailed as the gunboat *Winona*, attached to Farragut's fleet, and was the first vessel to run the blockade of the Mississippi. The bark *Cambridge* and barkentine *Jane A. Falkenberg* made regular trips between the Columbia River and the Sandwich Islands, and the *Whistler*, *Almatia*, *Zephyr*, *Webfoot* and a number of others were coasting north from San Francisco. Puget Sound's latest production, the bark *Tidal Wave*, owned by Meiggs & Gawley, made a round-trip record between Port Madison and San Francisco which remained unchallenged for many years, sailing to the Bay City, where she discharged 750,000 feet of lumber, loaded a return cargo and reached Port Madison in the short space of twenty-two days. The *Forest Maid* was another Puget Sound built vessel which appeared this year. She was a centerboard schooner of about one hundred and sixty tons register, and was launched with her rigging complete. Captain Edwards,[17] late of the *Deacon*, took charge and operated her in the redwood lumber trade. Two other small schooners, the *Lightning* and the *Tolo*, were constructed at Port Ludlow in 1870. Puget Sound's lumber fleet was larger than ever before. All of the old-timers in the coasting trade were in active service, and a great many vessels came from foreign ports. The bark *Aid*, Capt. J. H. Swift,[18] was plying between the Sound and the Sandwich Islands in this trade.

CAPT. WILLIAM DIERDORFF

Marine casualties in 1870 were fewer than during the preceding year, although a number of accidents, several of which were accompanied by loss of life, were reported. The schooner *Champion*, from Astoria for Shoalwater Bay, was wrecked on the bar, April 15th. She was under charter to Mr. Mudge of Astoria to take a cargo of lumber to the Bay, and while on the bar, bound out, the wind failed, and the vessel was obliged to anchor. During the night a heavy swell came on, and the schooner was capsized. Captain Dodge and son, B. Stevens of Astoria, and an Indian boy, started for Astoria, were driven back by the storm, and on nearing the wreck their boat overturned, and all except the Indian were drowned. He escaped by lashing himself to the boat, and was washed ashore near Oysterville next morning. The schooner *Ellen*, another small coaster, was wrecked on Shoalwater Bay a few days later, the crew fortunately escaping. Both vessels were built for the Tillamook and Shoalwater trade about 1865. The American bark *Zephyr*, from Puget Sound for San Francisco, struck a rock near Mayne Island, February 13th, knocking a big hole in the hull, after which she slid off and sank in ninety fathoms of water. Captain Hipson and seaman James Stewart lost their lives, and First Officer Lusk and the remainder of the crew reached Victoria in a small boat. The pioneer bark *Charles Devens* was wrecked in February, while attempting to sail out of Coos Bay laden with lumber. She became water-logged, was brought back to North Bend, and, on discharging her cargo, was found to be so badly damaged that repairs were not attempted, and she was abandoned on the mud flats. The schooner *Commodore*, while going into the Coquille at low tide, October 22d, struck a rock and sank. The bark *Occident*, while crossing Coos Bay bar, May 3d, in tow of the tug *Fearless*, parted her hawser and was driven ashore by the heavy south wind. No lives were lost, but the vessel was stripped and abandoned. The North Pacific Transportation Company's steamship *Active*, from San Francisco to Victoria in command of Captain Lyons, struck a rock south of Cape Mendocino, sustaining injuries which rendered it necessary to beach her. The passengers and crew reached shore

CAPT. J. H. SWIFT

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[17] Capt. William F. Edwards was born in Maine in 1847. His first experience in the marine business was on the Atlantic Coast, sailing on deep-water vessels. He came to the Pacific on the ship *Live Oak*, and then joined the schooner *J. R. Whiting* on her initial voyage. After she was wrecked he ran on the bark *Adelaide Cooper* as mate, and then on the ship *Dublin* for one trip in the same capacity and afterward as master. He entered the employ of William J. Adams soon after and remained with him for eighteen years, running during that time on the barks *Oregon*, *Cassandra Adams*, *Olympus* and *J. M. Griffith*. He was then master of the steamer *Mary Hume* on Eel River for two years, and now occupies that position on the steamship *Humboldt*.

[18] Capt. J. H. Swift was born at Middleboro, Mass., July 4, 1816. He went to sea at the age of fourteen, serving on whalers, and worked his way from the position of cabin boy to that of mate. At the age of twenty-one he was a master on sailing vessels out of New York, and was with the ships *George* and *Formosa*, and the bark *Anadyr* in the Arctic Ocean, remaining on these three vessels about eight years. In 1855 and 1856, while captain of the *Anadyr*, he made two trips to France with spars for the French Government, loading at Camaano Island. In 1863 Captain Swift located on a farm at Whidby Island, returning to the water in 1870 as captain of the bark *Aid*, with which he took a cargo of lumber to the Sandwich Islands. From 1878 to 1880 he was pilot commissioner for Washington Territory, and was afterward elected to the Territorial Legislature. Captain Swift died at Coupeville, Wash., in May, 1892. His son, Capt. E. A. Swift, is now a prominent steamboat captain on Puget Sound.

in safety, but the vessel was a total loss. The steamship *Continental*, which brought out the Mercer girls in 1866, was caught in a gale while crossing the Gulf of California, September 27th, and foundered, eight people losing their lives. The *Continental* was in command of Capt. Chris Dall, who was severely censured for his conduct on the occasion. The survivors were picked up by the steamship *Colorado* and the United States steamer *Ossipee*.

Notable deaths in the marine circle in 1870 were Capt. John H. Couch at Portland, Capt. W. B. Wells, who was drowned at Shoalwater Bay, and Capt. Sylvester Hinsdale, the Umpqua pioneer, who died at Laramie, Wyoming. Captain Sherwood, who ran north on the *Gussie Telfair* and a number of other steamships, was drowned off the coast of Japan while engaged in the pilot service.

STEAMER "NORTH PACIFIC"

Steamboat building, which had been slightly checked during the past few years, started in with renewed vigor in 1871, and over a score of first-class steamers were set afloat in different parts of the Northwest. On Puget Sound, where opposition was fierce, a truce was effected by the payment of a subsidy of $1,400 a month to Finch & Wright, in consideration of their withdrawal from the Olympia-Victoria route. This gave the Starrs control of that rich traffic, and they arranged to maintain the monopoly by building the *North Pacific*, a boat which has retained her prestige longer than any other Puget Sound steamer, with the possible exception of the *Eliza Anderson*. The *North Pacific* was launched at San Francisco, May 18th, and arrived at Olympia, June 14, 1871. With such a comparatively economical as well as elegantly equipped craft, the Starrs decided that they were proof against any opposition which might arise, and accordingly discontinued the subsidy to the owners of the *Olympia*, which in a very short time was back on the route. Then began the greatest steamboat war that the Sound had yet witnessed. Captain Starr opened hostilities with a grand free excursion on June 29th. Two days before he had raced the *North Pacific* against the *Olympia*, making the run from Victoria to Port Townsend in two hours and forty-one minutes, three minutes better time than his opponent. Odds were about even with the parties engaged in this warfare, the boats were well matched as to speed, and their financial backing was about equal. The Victoria people favored the steamer *Olympia*, while the Puget Sound contingent were inclined to support the *North Pacific*. Taking these conditions into consideration, Captain Starr soon realized that he had made a mistake in cutting off the subsidy, and, after a number of very pretty steamboat races, another compromise was effected in July, by which Finch & Wright disposed of their wharf at Olympia, the steamer *Eliza Anderson* and all other steamboat interests held by them on the Sound, and further agreed to withdraw the *Olympia* from that field for all time. While the opposition lasted, rates dropped to twenty-five and fifty cents for the round trip between Victoria and Sound ports. When the Starrs were again in absolute control, they decided not to invite competition by trying to maintain the excessive charges previously in vogue. Accordingly a rate was made, from Olympia to Tacoma or Seattle, $2.00; to Port Townsend, $3.50; to Victoria, $5.00; meals, seventy-five cents; staterooms, $4.00. The *North Pacific* continued on the Victoria run in charge of Starr for several years, Captains Clancey, Smith and Wilson also running in command. In 1876 she raced from Victoria to Port Townsend with the steamship *Dakota*, making the trip in two and one-half hours, distancing her rival half a mile. The Starrs kept her on the route for which she was built until they disposed of their interests to the Oregon Railway & Navigation Company, and until the appearance of the *Olympian* and *Alaskan* she was regarded as the flagship of the Sound fleet. In 1885 she broke a walking-beam and cylinder, sustaining damages amounting to $30,000, but was again repaired, and continued in commission, except at intervals, until the Union

CAPT. DANIEL MORRISON

Pacific abandoned the Sound. She was then laid up, but afterward made occasional trips in place of the Northern Pacific steamer *City of Kingston* until February, 1894, when she was permanently retired. Nearly all the prominent steamboatmen on Puget Sound have been employed at various times on this steamer. Capt. George Roberts began his career with her over twenty years ago and was the last man to command her. Captains Dan Morrison,[19] McAlpin, Dixon, Anderson, Browner,[20] Orr, Jordison, and the Starrs, were also among her masters, and Van Tassell, Howell,[21] Driscoll,[22] and a score of other well known engineers, have served with her. The *North Pacific* was built from plans made by John Gates, Yates & Collyer of San Francisco performing the work. She was one hundred and seventy-eight feet long, fifty-two feet beam over all.

Capt. George H. Browner

At Freeport, Wash., or, as it is now called, West Seattle, Capt. George White built the propeller *Etta White*, to be used as a towboat for the Freeport Mill Company. The steamer is still afloat and is now owned by Capt. Henry Smith,[23] who, except at intervals, had command of her for over twenty-three

John J. Howell

Capt. Henry Smith

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[19] Capt. Daniel Morrison is a native of Nova Scotia and commenced his marine life on sailing vessels on the Atlantic Coast, remaining there in the coasting and deep-water trade until 1862, when he moved to Puget Sound and began steamboating on the *Eliza Anderson*. He remained with this steamer several years, soon reaching the position of master and handling her on nearly every route on which she was operated during her career. When the Starr Brothers succeeded Finch & Wright, Captain Morrison remained with the steamers, and while in that service taught Captain Starr some valuable lessons in steamboating, of the practical part of which that magnate knew but little when he first embarked on the Sound. While engaged with the Starrs, Captain Morrison commanded the *Isabel*, *Alida*, *North Pacific*, and all of the steamers operated on the Victoria route, and no man who ever served there made a better record. While running the *Isabel* and the *Eliza Anderson* Captain Morrison became an expert in the navigation of British Columbia waters, and retired from the steamer service in the seventies to accept a position as deep-water pilot in the Victoria district. In this capacity he has remained up to the present time, never meeting with the slightest accident with any vessel in his charge. Captain Morrison has now completed a third of a century of service in the Northwest, and there are but few men living who have taken a more active part in the business on Puget Sound and British Columbia.

[20] Capt. George H. Browner was born in Halifax, Nova Scotia, in 1841, and commenced steamboating on the Sound in 1868 on the *Eliza Anderson*, leaving her the following year to make a trip to Honolulu on a brig sailing from Puget Sound. On his return he served as mate on the steamers *Eliza Anderson*, *Alida* and *North Pacific*, afterward commanding the two latter vessels and also the steamer *Annie Stewart*. He made a good record as a steamboatman, but died while still young.

[21] John J. Howell, engineer, was born in Ireland in 1845, and commenced his marine career out of English ports on steamers in 1863. His first experience on the Pacific Coast was in 1870, when he was engaged on the steamship *Idaho* between Portland and San Francisco. In 1873 he ran to Victoria on the steamship *Prince Alfred*, remaining with her for two years, and subsequently ran south from San Francisco for a few months. He was next chief engineer on the Puget Sound tug *S. L. Mastick* a year, and was afterward on the towboats *Favorite* and *Katie*. He then returned to Victoria, and served as chief on the steamer *Emma*, going from her to the *North Pacific*, where he ran with Captain Clancey for six months until the new tug *Alexander* was completed, on which he served as chief engineer for two years, and was chief on the steamer *Alexander* when Alex McLean took her on a sealing expedition out of San Francisco. Other vessels on which he has worked as chief engineer are the tug *Mary Ann* on Humboldt bar for two years, the *Continental* two years, and the steamer *Newbern* running form San Francisco to Mexican ports. He held this position on the tug *Robarts* when she capsized on Eel River bar, suffering serious damage and drowning Captain Adams. Since returning from his cruise on the *Alexander*, he has been employed on shore most of the time.

[22] James Driscoll, engineer, was born in Ireland in 1846, and after his arrival in this country in the early sixties was engaged for several years in the steamship service between Baltimore, Charleston and Savannah. His first work on coming to the Pacific Coast was as fireman on the *Alert* in 1869, and from this steamer he went to the *Oneonta* as second engineer. He subsequently moved to the Sound and served for a short time on the steamers *Goliah* and *North Pacific*, and after his return to Oregon was employed as second engineer on the steamers *Owyhee*, *Tenino* and *Yakima* on the upper river, and on the *Hayward*, *Daisy Ainsworth*, *Bonita* and *Annie Stewart*. He subsequently returned to Puget Sound and was engaged for a few months on the *Wenat* and also as chief on the steamer *Fanny Lake*, but soon came back to Portland to take the position of chief on the *Oneonta*. When the Willamette steamer *Beaver* started for Alaska, he went with her to Victoria as second engineer, and from that point took charge of her engines. On his return he was for over a year chief engineer of the *Fanny Patton*, and has since been employed in this capacity on the steamers *Governor Grover*, *Bonanza*, *Champion*, *Alice*, *E. N. Cook*, *Ocklahama*, *Dixie Thompson*, *S. G. Reed*, *Emma Hayward*, and nearly all of the Oregon Railway & Navigation fleet. Mr. Driscoll has held papers as chief engineer for twenty years.

[23] Capt. Henry Smith was born in New York and became proficient in the marine profession on the Eastern coast. He reached Puget Sound in 1863, and shortly after his arrival found employment on the *Eliza Anderson*. In 1871 he was interested with Capt. George White in building the steamer *Etta White*, and when she was finished assumed command and ran her for over twenty years. In 1875 he took her to British Columbia, operating her as a towboat until 1894, when he gave her up to take the tug *Mogul*, which he purchased in Tacoma and registered under the British flag. There are many marine men who have pursued their vocation in the Northwest during a longer period than Captain Smith, but it is probable that he holds the record for the longest continuous service on one steamer.

years, leaving her in 1894 to take the tug *Mogul*. The *Etta White* ran for a short time on Puget Sound, but was afterward sold to the Port Moody Mill Company in 1875, Captain Smith going with her to British waters, where he has since remained. The *White* was a good towboat of about one hundred tons gross register. The steamer *Goliah*, which had made occasional trips to Northwestern ports twenty years before, became a permanent fixture on Puget Sound in 1871, coming up from San Francisco in March in command of Captain Hayden, and entering the service of the Port Gamble Mills, Capt. Thomas Butler[24] having charge for a few months, and Benjamin V. Rose,[25] Jeremiah McGill[26] and Williamson being among her first engineers. A sketch of her career since that time will be found in the third chapter.

BENJAMIN V. ROSE

The steamer *Zephyr*, at present the oldest sternwheeler on Puget Sound, was built at Seattle in 1871 by J. F. T. Mitchell[27] and M. M. Robbins for the Seattle and Olympia route. Capt. Thomas A. Wright was her first master, with Charles H. Low,[28] mate, Wright remaining with her until 1875, when she was turned over to Capt. N. L. Rogers. Two years later she was sold by the sheriff to M. B. Stacey for $3,350. Capt. George D. Messegee* then purchased an interest in the steamer,

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[24] Capt. Thomas Butler was born in Boston in 1840 and went to sea at the age of thirteen, sailing between New York and Liverpool, and afterward to South America and Calcutta. He made a trip to San Francisco in 1853 in the clipper *Golden Eagle*, and again in 1855 in the clipper *Westward Ho*. He arrived at Port Townsend in 1868, where he has since had command of several coasting vessels, among them being the barks *Milan*, *Buena Vista* and *James Cheston*. When the *Goliah* came to the Sound in 1871, he ran her for about six months. Of late years he has been engaged in the stevedoring business at Port Townsend. While in the merchant marine service he was in India during the rebellion of 1858, and in 1863 the bark *Whistling Wind* was taken from him by the Confederate cruiser *Coquette*, and during the Argentine rebellion of 1865–66 he was in the South American trade.

[25] Benjamin V. Rose, engineer, was born in London in 1849 and came to San Francisco in 1871. He joined the steamship *Los Angeles*, plying to San Pedro, soon after his arrival, and spent a year in the Pacific Mail service running to China, and another year on the Panama route. While on Puget Sound he served for several months on the tug *Goliah*. Other vessels with which he has been connected are the *Arcata* running to Coos Bay, *Walla Walla* to Puget Sound, *Tillamook* to Tillamook, and the Sacramento River steamers *J. D. Peters*, *Captain Weber* and *San Lorenzo*. He was in the employ of the Pacific Mail Company for six years. In addition to his marine service, Mr. Rose has worked on shore at the Union Iron Works, Risdon Iron Works, California Machine Works, and the Central and Southern Pacific Company's shops. Before coming to this country he served in the British Navy on the gunboat *Arrow*, subsequently going to the East Indies, where he spent three years as engineer on government vessels.

[26] Jeremiah McGill was born in New York in 1842, and after becoming an engineer was employed on the Atlantic Coast on different steamers in the merchant service and in the navy. He visited California in 1868 and was for a short time on the old sidewheeler *California*, and in 1870 commenced running north from Portland to Sitka on the propeller *California*. He was on this route for three years and then took charge of the engine-room on the tug *Goliah* on the Sound, leaving her after a stay of four years and going over to Victoria as engineer on the pioneer steamer *Beaver*, where he remained for eighteen months. On leaving the latter he was offered a position on the big tug *Alexander* and remained on her two years. From the *Alexander* he entered Spratt's employ and ran on his steamers until 1886, when he returned to the Sound and for a short time worked on the *Eliza Anderson*. He is living in Seattle at present.

[27] Capt. J. F. T. Mitchell was born in Scotland in 1840. He came to the Sound in 1862, and ran the schooner *Leah* from Seattle to Victoria, making on an average two trips a week during the Cariboo and Civil War excitements. The *Leah* was owned by John Robinson of Whidby Island, and Captain Mitchell was in command for nine months, after which he began building steamers and sailing craft, and during his time has completed sixty-four vessels. He constructed the steamer *Zephyr*, the first sternwheeler on the Sound; the *Nellie*, lost on the Snohomish River; *Cassiar*, wrecked on the Fraser; *Allie I. Alger*, the very successful sealer; *George E. Starr*, steamer *Queen City;* sternwheeler *Willie;* propellers *Tillie*, *Seattle*, *Mary F. Perley*, *City of Stanwood*, and the *Success*, the first propeller on the Sound and the first passenger steamer to run to Port Blakely; and in British Columbia the steamers *Skuzzy*, on Kamloops Lake, *Mamie*, *Alaska* and *Glide*. Captain Mitchell is still engaged in shipbuilding.

[28] Capt. Charles H. Low was born in Olympia in 1855, and began steamboating on the steamer *Zephyr* in 1871. Before he was twenty years of age he had occupied the position of mate on the *Zephyr* and *Yakima*, and in 1876 was captain of the steamer *Celilo*, towing logs for the Port Blakely mill. He left her to take command of the steamer *Black Diamond* for the Tacoma Mill Company, and in 1878 went up the Stickeen River with Capt. Ben Stretch as pilot on the steamer *Nellie*. On his return he took command ot the steamer *J. B. Libby* for a year. He subsequently purchased an interest in the *Libby* and in the steamer *Nellie*, of which he had taken command. He also ran the steamer *Ruby* for about a year and subsequently had charge of the steamer *W. F. Munroe*, on which he remained till the time of his death, June 12, 1887.

* Capt. George D. Messegee of Olympia is a native of Greece, and began his career on the water on the romantic Danube, leaving there when but a boy for a cruise on the Mediterranean, from there going to the Black Sea, and afterward sailing on the Atlantic between New York and European ports. He came to the Pacific Coast about thirty years ago and began steamboating on Puget Sound on the *Eliza Anderson*, a steamer which has been the training-school of more Puget Sound steamboatmen than any other craft that ever ran in those waters. Captain Messegee worked up from the position of deckhand until he was master of the steamer and had established a reputation as one of the best fog pilots on the Sound. When the Oregon Railway & Navigation Company decided to send the steamer *Idaho* to Puget Sound, Captain Messegee was selected to take her around from the Columbia, and in his charge, with the assistance of Engineer Al Munger, she made the best record of any river steamer that had ever attempted the trip. Captain Messegee also piloted the *Fleetwood* and other Columbia River steamers around to the Sound, and in all of his experience never met with a serious accident.

JEREMIAH MCGILL

subsequently disposing of his portion to Barlow & Welch of Tacoma. Capt. W. R. Ballard[29] next secured the *Zeyhyr* and operated her for nine years, selling her in 1887 to the Tacoma Mill Company, in whose service she has since been employed as a towboat. Capt. J. A. Hatfield was part owner and master of her for a short time before she was sold, and Capt. Charles Low began his career with her in 1871. Another small sternwheeler bearing the misleading name *Comet* was launched at Seattle in 1871 by Captain Randolph, who was the first man to operate a steamer on Lake Washington. The *Comet* was for a long time in the White River trade and ran for several years on nearly all the routes out of Seattle. Charles Sperry was one of her earliest engineers, and Capt. Samuel J. Denny,[30] Daniel Benson, George Benson[31] and others were in command at different times. She passed out of existence early in the eighties. The small sidewheeler *Clara* was built in Seattle in 1871 by the Seattle Coal & Transportation Company, who used her almost exclusively as a towboat. She was small and slow and was in service but a few years. The *Phantom* was taken into Lake Washington by Capt. John Suffern, who had secured a contract for towing barges on the lake, Harry Lord[32] going with him as engineer on the steamer. After the Starrs had settled their differences with

STEAMER "ZEPHYR"

CHARLES SPERRY

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[29] Capt. W. R. Ballard was born in Ohio in 1847 and came to the Pacific Coast with his parents ten years later. His first steamboating was on the *Zephyr*, and in 1877 he became master of the steamer. A few years later he purchased an interest in her, and in 1883 became sole owner. He operated the *Zephyr* in a highly profitable manner until 1887, when he sold out and entered other pursuits with a comfortable fortune made in the steamboat business, and is at present a prominent capitalist of Seattle.

[30] Capt. Samuel J. Denny, of Renton, Wash., was born in Indiana in 1853, and, after reaching the Sound in 1872, began running on the steamer *Comet*. He subsequently filled different positions on the pioneer steamers *Daisy*, *Addie*, *Gazelle*, *Messenger*, *City of Quincy*, *W. K. Merwin* and *Cascades*. Recently he has been on the *Henry Bailey* and *Fanny Lake*, being part owner of the latter steamer.

[31] Capt. George Benson of Seattle was born in London in 1841, and commenced steamboating in the Northwest with the *Oneonta* on the Columbia River in 1870. He was in the Oregon Steam Navigation Company's employ for some time as mate on the steamers *Occident*, *Orient*, *Annie Stewart*, *Annie Faxon*, *John Gates*, *Dixie Thompson*, *Idaho* and *S. T. Church*. He also worked on the Willamette River steamers *Ohio*, *City of Salem* and *A. A. McCully*. He went to Puget Sound in the early part of the eighties, served for a short time on the *City of Quincy*, owned by the Washington Steamboat Company, and was afterward master, mate and pilot on a number of boats owned by that company. Among the steamers on which he has been employed on the Sound are the *Washington*, *Zephyr*, *Fleetwood*, *Fanny Lake* and *W. F. Munroe*. He was on the *Fanny Lake* when she was destroyed by fire, and with this exception has never met with an accident.

[32] Harry Lord was born in San Francisco in 1855, going to Puget Sound with his parents a few years later, where his father found employment as a millwright in the Puget Sound Mills. In 1871, when sixteen years of age, Lord was placed in the engine-room of the steamer *Phantom*, under the direction of Capt. John A Suffern, an old-time steamship engineer. He remained in this position for thirteen months, going from her to the steamer *J. B. Libby*, and next entering the employ of the Seattle Coal & Transportation Company on the steamers *Lina C. Gray* and *Chehalis*. Being too young to obtain a license, he was given charge of the locomotive running between Lake Union and the foot of Pike Street, Seattle, where the coal-chutes were located. When the company suspended operations in 1873, Mr. Lord joined the *Black Diamond*, leaving her to take a position as engineer in the Tacoma Mill, which he resigned because of sickness and went to Portland and Astoria, where he worked for a short time, but was laid up for twenty-six months by losing a thumb while railroading on the Oregon & California. In 1876 he was engaged on the steamer *Success* between Seattle and Port Blakely, and from her went to the Renton Coal Company's *Otter*. The Puget Mill Company then offered him a position as assistant engineer on the *Goliah*, which he accepted, and, when that steamer was laid up, he worked on the *Yakima*, and also as chief on the *Favorite*, returning to the *Goliah* as assistant until March, 1880, and then joining the new steamer *Daisy*. In June, 1881, he was again on the *Goliah* as chief engineer, and was subsequently on the steamer *George E. Starr*. In March, 1882, he was appointed assistant engineer of the lighthouse tender *Shubrick*, and on June 1st was made chief, filling this position until she was sold, April 1, 1886. He then served on the bar tug *Columbia* as engineer for a few months, leaving her for the United States steamer *General H. G. Wright*. He was appointed chief engineer of the lighthouse tender *Manzanita*, September 7, 1887, and retained that post until September, 1892, when he was detached and ordered to New York by the Lighthouse Board to take charge of the engine-room on the new lighthouse tender *Columbine*. He came round the Horn with her and still has charge of her engines. During his long career Mr. Lord has been very successful, and has always enjoyed the entire confidence of his employers, the Lighthouse Board having complimented him very highly on his trip with the *Columbine*. While still young, Mr. Lord has seen more years of service than a great many men who were in the business during his infancy.

Finch & Wright, the Puget Sound Steam Navigation Company was incorporated at Olympia in 1871, "for the purpose of navigating the waters of Puget Sound, Admiralty Inlet, Straits of Juan de Fuca, Pacific Ocean, and all of Washington." The original incorporation was for $500,000, in shares of $500 each, with the right to increase to $2,000,000. The following officers were elected: J. N. Goodwin, president; Marshall Blinn, vice-president; E. A. Starr, secretary and treasurer; L. M. Starr, Cyrus Walker, E. S. Smith, J. W. Sprague, J. B. Montgomery and O. F. Gerrish, directors.

HARRY LORD

The steamer *Isabel*, which was of but little value as a passenger boat after the arrival of the *North Pacific*, was operated by Captain Clancey as a towboat in British Columbia waters. The last traces of mail contractor Nash's ill-starred steamboat ventures vanished from the Sound early in the year when the steamer *Varuna* was sent to the Columbia River, Captain Hubbard taking her around. A very important event in marine circles on Puget Sound was the establishment of an inspection district, with headquarters at Seattle. Capt. William Hammond[33] was the first Inspector of Hulls, and Isaac Parker was appointed Inspector of Boilers. Hammond was succeeded by Capt. Henry Morgan.[34] The following is a list of those receiving licenses: Masters, George F. Fry, George Levany, E. A. Starr, Thomas A. Wright; pilots, John Bell, T. M. Bronnell, A. J. Belmont, J. R. Blythe, J. Bennett, John T. Connick, William Gove, J. R. Guindon, William Hayter, J. S. Hill, D. S. Hill, Herman Hansen, Samuel Jackson, S. D. Libby, Hiram Olney, S. P. Randolph, James Smith, Henry Smith, J. A. Suffern, Charles Willoughby, Alfred Waite, Chris Williams; engineers, J. C. Brittain,[35] John Brit, George Coupe, Matthew O'Connell, John Cunningham, Charles Clarke, John T. Coleman, Miles C. Darcy, Thomas Doyle, Alanson Fawkes, James Griffiths, A. J. Hill, Moses Hart, Thomas Hoey, James Kirsch, Dennis Lawler, Thomas Osgood, Thomas Pearce,[36] J. J. Robertson, William Steele, C. H. Steadman, John M. Terry, J. T. Williamson, J. R. Williamson. This does not include all of the licensed men then running on the Sound, as Engineer Van Tassell and several other well known old-timers had secured licenses from the Portland district before the new office was established.

CAPT. WILLIAM HAMMOND

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[33] Capt. William Hammond was born in Fairhaven, Mass., in 1823, and, when a young man, learned the trade of naval architect and shipbuilder, following his profession at New Bedford, New York, and other Atlantic ports, until 1858, when he went to Seattle. His first work of importance on the Sound was the steamship *John T. Wright*, which he constructed at Port Ludlow. He also built the pioneer steamer *J. B. Libby*, the *Zephyr*, *Evangel*, *Nellie*, and a large number of other well known Puget Sound vessels. He superintended the construction of the steamer *George E. Starr*, and, on retiring from the office of inspector, set afloat a number of other steamers and schooners. He died in Seattle, January 9, 1891.

[34] Capt. Henry Morgan of Port Townsend was born in Connecticut in 1825. At the age of twenty-four he joined a party of young men from the neighborhood of Hartford, who purchased the bark *Selma* and started for the California gold mines, arriving at San Francisco in September, 1849. Soon afterward he became interested in a line of steam and sail boats on the Sacramento River, but left this business in 1851 to make a voyage around the world. He subsequently sailed out of Melbourne and other Australian ports for a period of fifteen months, returning to San Francisco in 1853, and engaged in the stevedoring business with his two brothers until 1858, when he came north with the schooner *Matilda Heron* loaded with merchandise. He retired from the water in 1859 and farmed for ten years, serving a term as a representative in the Territorial Legislature during this time. When Puget Sound was separated from the Portland steamboat inspection district, Captain Morgan succeeded Capt. William Hammond as inspector and held the office for over five years, his duties extending from the Columbia River to Alaska. On his retirement he engaged in business at Port Townsend and has since resided there. In 1884 he purchased the tug *Lucy* for the Treadwell Mining Company at Douglas Island, and took her to Alaska for the new owners. In addition to his other duties, he served for a few years as pilot commissioner for the Sound.

[35] Capt. J. C. Brittain was born in Pennsylvania, but removed to Michigan at an early age. beginning his marine career on the great lakes, where he afterward commanded a number of sailing vessels. He left the lakes about 1871 on account of ill health and went to Seattle, his first employment being with J. R. Williamson. Later he became owner of the steamers *Teaser* and *J. B. Libby*, with which he carried the mail to Whatcom and San Juan Island. He continued adding vessels to his possessions until he owned or had an interest in seven steamers, at that time the largest fleet on the Sound. He built several of the best known freighters on the inland sea and was uniformly successful in his ventures. His death occurred at Concord, Cal., June 1, 1891.

[36] Thomas Pearce, engineer, was born in England in 1845, came to the Columbia River in 1869, but did not engage in marine pursuits until two years later. He then went on the tug *Etta White* of Seattle as engineer, and two years afterward purchased a third interest in the steamer *Chehalis*, remaining with her a few years and then going to the steamers *Zephyr*, *Messenger*, *Otter*, *Annie Stewart*, *North Pacific*, *Idaho* and *George E. Starr*, serving on the latter vessel six years, during which time he did not lose a single day. Mr. Pearce has retired from the water and is living in Seattle at present.

On the Columbia River the Oregon Steam Navigation Company, which had been enjoying a monopoly on the Astoria route for several years, were obliged to head off another opposition scheme which had resulted from the arrival on the Astoria route of the *Annie Stewart*, a sternwheeler, built in San Francisco in 1864, for the Sacramento route, by Samuel and De Witt Hulse, and a man named Stewart, in honor of whose daughter the boat received her name. After making a few trips on the Sacramento, she was laid up under a subsidy, and in 1871 was disposed of to Capt. William Turnbull, Captain Gilman, Elijah Corbett, and a few others. She was brought to Portland by Capt. H. M. Gregory, and, after making a few trips, was again subsidized and laid up for a year. She then ran for a short time on the Willamette, but was not adapted to that trade, and in 1873 was refitted and sold to the Oregon Steam Navigation Company by Gilman and Corbett. The following year she was operated as a towboat, and two years later was purchased by Capt. L. M. Starr and taken to the Sound in June by Captain Winsor. Starr ran her in opposition to the steamer *Otter* on the Port Townsend route in 1877, until he ended the competition by purchasing the *Otter*. When she started, Clancey was master and David Kennedy[37] in charge of the engine-room. The steamer continued in Starr's line, and was turned over, with the rest of his outfit, to the Oregon Railway & Navigation Company. In 1881, while being towed into the Puyallup River, she was snagged, and, the tide running out, she was so badly wrenched that her owners dismantled her and removed the machinery. The *Annie Stewart* was one hundred and sixty feet long, twenty-six feet beam, and seven feet hold, with engines eighteen by seventy-two inches.

CAPT. A. B. PILLSBURY

The operating department of the extensive steamboat interests of the Oregon Steam Navigation Company was intrusted to the care of Capt. Richard Hoyt in January, 1871, the new official, through his long service as a practical steamboatman, being well qualified for the responsible position of port captain. Of the fleet placed in his charge in January, 1871, the following steamers were flying the Oregon Steam Navigation flag: sidewheelers, *Oneonta*, 497 tons; *Idaho*, 302; *Josie McNear*, 159; sternwheelers, *Dixie Thompson*, 443.44; *Tenino*, 329.46; *Yakima*, 453.96; *Owyhee*, 313.40; *Okanogan*, 278.07; *Rescue*, 126.14; *Shoshone*, 299.73; *Fannie Troup*, 229.48; *Wenat*, 87.79; and the barge *Wasp*. All of their boats had been in service for a considerable length of time with the exception of the *Dixie Thompson*, which was launched at Portland, January 2d, and after completion started on the Astoria run in command of Capt. Richard Hoyt, with William Dierdorff, engineer. Her first trip to Astoria was made in eight hours, which, according to the *Oregonian*, was the fastest time yet recorded on the route. In 1872 H. A. Snow commanded the steamer, and was succeeded the following year by Captain Babbidge, who ran her through the summer months a round trip a day. The *Dixie* continued in this trade as a passenger steamer until 1881, and was subsequently operated on the Cascade route in opposition to the *Fleetwood*, then connecting with the *Gold Dust* above the Cascades. The Oregon Railway & Navigation steamer carried passengers for fifty cents each, and, when that competition ended, the *Dixie* returned to the lower river as a freight boat, but in 1885 again plied on the Cascade route, continuing there in charge of Capt. John Wolf and A. B. Pillsbury[38] until 1887, when Capt. Henry Kindred ran her as a towboat.

CAPT. JOHN J. HOLLAND

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[37] David Kennedy, engineer, was born in Scotland in 1841, and served his apprenticeship in the shops of Young Brothers, who were succeeded by the Carmichaels, after which he joined the blockade-runner *Lord Clyde*. At the close of the Civil War he returned to England and worked as second engineer on the steamer *Caroline*, employed in laying the Atlantic cable in Valencia Bay, afterward going in the same vessel to the Baltic Sea, where she performed a similar task. He was then on a fruiter for a few months, leaving her for the Chilean steamship *José A. Moreno*, from Dundee to Valparaiso. He arrived in San Francisco in 1868 as a passenger on the steamship *Constitution*, and worked at the Bay City on various steamers until 1871, when he went to Seattle and joined the *Annie Stewart* as chief engineer. He was subsequently engineer on the *Alida* and *Zephyr*, and went from the Sound to Victoria, where he was appointed chief on the *Isabel*, remaining with her for six years, and was afterward on the *Beaver*, *Grappler*, *Reliance*, and many other pioneer steamers. He followed his calling for a considerable length of time on Kamloops Lake, and, when the Columbia & Kootenai Navigation Company built the *Illicilliwaet*, he was appointed engineer, but left her in 1894 and has since lived in Victoria, where he has recently built a wharf and otherwise improved his property.

[38] Capt. A. B. Pillsbury was born in Maine in 1846, his father being a prominent sea captain sailing out of Atlantic ports. In 1862 young Pillsbury made his first sea voyage, going before the mast on a ship to Liverpool and return, and the following spring went to Boston and shipped on the British bark *G. Arzipardi*, bound for Mauritius. She was "held up" by the rebel cruiser *Alabama* on the equator, and Captain Sims boarded the vessel to examine her papers. At Mauritius, Pillsbury shipped on the bark *Radian* for Liverpool, and thence to New York on the old packet *Victory*, which was the scene of a terrible riot during the voyage on account of the inhuman treatment of a stowaway, against which the passengers rebelled. He left her on arrival, was for a short time in the Cuba and coasting trade, and then shipped in the brig *Ganges* for Marseilles, thence to Cadiz. On the return trip to Boston the brig was wrecked in the Gulf Stream, and the crew nearly perished from starvation before they were finally rescued by the bark *Sacramento* and taken to New York. From there Pillsbury sailed for Port Royal, reaching his destination at the time of the assassination of Lincoln. He went to Savannah with the second ship which entered the harbor after the blockade was raised, and on his return to New York sailed on the bark *Pauline* for the St. Lawrence River, thence with deals to St.-Nazaire, France, thence with sugar to Greenock, thence to Cardiff, to Shanghai, to San Francisco and back to Hongkong, where he shipped as mate of the ship *Simoda* to Port Ludlow, subsequently returning to Shanghai and entering the coasting trade, only to be again cast away.

Charles Spinner, Edward Sullivan, and a number of other Oregon Railway & Navigation Company captains, handled her in the towing business until 1893, when she was sent to the boneyard to be dismantled.

STEAMER "EMMA HAYWARD"

During the many years in which the Cascade and upper Columbia fleets proved bonanzas to the steamboatmen, the Astoria route was not regarded as of much consequence; but, with the decline of profits on the upper river routes, the lower Columbia region began to develop and furnished a trade well worth catering to. To accommodate this business the steamer *Emma Hayward*, built by John J. Holland,[39] was launched at Portland, May 31, 1871, made her trial trip September 28th, and at the time of her appearance was the finest boat on the lower river. Her machinery was fitted up by Engineer David Pardun,[40] who was first in charge. On completion she ran for a short time to the Cascades, in place of the *Oneonta*. The *Hayward* was the favorite passenger boat on the Astoria route for ten years, alternating there with the steamer *Dixie Thompson* in the first few years of her existence. When the Oregon Railway & Navigation Company reëntered the field on Puget Sound, the *Emma Hayward* was sent around from the Columbia in 1882, in charge of Capt. J. E. Denny and Engineer Pardun. She arrived at Seattle, October 24, 1882, and during the boom days on Puget Sound handled an immense traffic, making the round trip each day between Seattle and Olympia, connecting at Tacoma with the Northern Pacific trains. Upon the arrival of the *Olympian*, *City of Kingston*, and other faster and finer boats, the *Hayward* became a back number, and in 1891 was towed around to the Columbia River by the tug *Escort*. Since her arrival she has been performing excellent service as a towboat. Her dimensions are as follows: length, one hundred and seventy-seven feet; beam, twenty-nine feet; depth of hold, seven feet. She was rebuilt at Portland in 1878 and extensively repaired in 1892.

The Vancouver Steamboat Company placed the steamer *Vancouver* on the Kalama route in February, 1871, and the Oregon Steam Navigation Company immediately started the *Rescue*, Captain Hoyt, after her, also running the steamer *Fannie*

DAVID PARDUN

He was fortunately rescued by a Chinese junk, and on reaching Hongkong sailed for Puget Sound on the ship *Alaska*, arriving in the winter of 1868–69, and making the journey overland to the Columbia. In July, 1869, he entered the service of the Oregon Steam Navigation Company on the deck of the *Okanogan*, and in 1871 he was promoted and ran as mate with Captain Babbidge on the *Fannie Troup*. He received his first command in 1875, and from that time, until he retired from the water in 1893, was at different times in charge of nearly all of the steamers owned by the Oregon Steam Navigation Company and its successor, the Oregon Railway & Navigation Company. On the death of Capt. John Wolf, Captain Pillsbury was given charge of the Cascades boat, which was his last command.

[39] Capt. John J. Holland was born in St. Johns, New Brunswick, in 1843, learning the trade of shipbuilding at his native place. While still a young man he came to the United States, settling at The Dalles, Or., where he entered the employ of the Oregon Railway & Navigation Company, and afterward removed to Portland, continuing in the same service. He remained with that company and its successors for over twenty years, during which time he constructed the elegant steamers *Wide West*, *R. R. Thompson*, *Emma Hayward*, and a score of others, many of which are still afloat. With the rapid growth of steamboating on the Sound, he removed to Tacoma, where he built the steamers *State of Washington*, *Skagit Chief* and *Fairhaven*, afterward going to Ballard, where he constructed the *Bailey Gatzert*, the finest and fastest sternwheel steamer on the Sound, the *Monte Cristo*, *Francis Henry*, and a number of other boats. While in Portland he was a member of the City Council from the First Ward in 1886, and was also elected to the City Council of Ballard in 1890 and 1891. His last work at shipbuilding was the steamer *P. B. Weare* for the North America Trading & Transportation Company. This vessel was sent in sections to St. Michaels, Alaska, where Captain Holland placed it in running order. While engaged in this work he contracted a cold and fever, from which he never fully recovered. He returned from Alaska in October, 1892, and lingered until January 28, 1893, when he died.

[40] David Pardun was born in New Jersey in 1830, and came to the Pacific Coast nearly forty years ago, entering the service of the Oregon Steam Navigation Company, with whom he remained as long as that corporation was in existence, and continued with its successors until his death in 1890. While in its employ he placed the machinery in the *Emma Hayward*, and remained in charge of that boat for nearly fifteen years, going to the Sound with her when she was sent around from the Columbia, and running there until the new steamer *State of Washington* was completed, on which he was offered a better position. He came to an untimely end in 1890. While on a trip from Tacoma to Seattle he fell overboard and was drowned, no one witnessing the unfortunate accident, and he was not missed until the boat neared Seattle. Search was immediately instituted, but it was several weeks before his body was recovered. The supposition is that he lost his balance while standing in the doorway opening out from the engine-room, that being the place where he was last seen alive. Mr. Pardun was one of the most popular engineers in the Northwest, and never had a serious mishap on any boat with which he was connected. During his career on the upper and middle rivers he was engaged in many perilous trips, the most notable being the famous run of the *Harvest Queen* through Tumwater Rapids, in which the steamer lost all of her rudders in the first plunge.

Troup to the Cowlitz River and carrying Kalama passengers for twenty-five cents each. The *Oneonta* on the Cascade route still further demoralized the opposition steamer's business by carrying passengers to Vancouver free, and freight for one dollar per ton. The warfare was quite vigorous while it lasted, but ended in a short time by the *Vancouver* withdrawing from the lower river and taking the Vancouver route, on which she was given all the business. The Oregon Steam Navigation Company also ran the steamer *Wenat*, Capt. W. H. Smith, in the Cowlitz trade. The most important marine event on the Willamette and Columbia rivers in 1871 was the transfer of the People's Transportation Company's steamboat interests to Ben Holladay. The People's Transportation Company had enjoyed what was practically a monopoly of Willamette River transportation for ten years, and during that period had subsidized, purchased, or otherwise squelched, all competition. The approaching completion of the locks at Oregon City was almost certain to be the signal for another expensive steamboat war, and the directors of the company gracefully withdrew while the monopoly was still flourishing. Holladay's company was incorporated in September, with the following officers: Ben Holladay, president; Ben Holladay, Jr., vice-president; John D. Biles, secretary and treasurer; and George Pease, superintendent. The fleet transferred to them included the following steamers: *Dayton*, 203.04 tons; *Fanny Patton*, 369.51; *Senator*, 297.99; *Reliance*, 316.27; *Active*, 259.74; *Alert*, 340.83; *Shoo Fly*, 319.98; *Success*, *Albany* and *Alice*. Of this fleet the *Dayton*, *Albany* and *Success* were running regularly above the falls, connecting with the *Senator* and *Alert* between Portland and Oregon City. The Willamette River business at that time was of considerable magnitude, the three steamers mentioned bringing down to Oregon City in the month of January, 1871, five thousand tons of freight. The *Alice*, which was the last steamer built by the People's Transportation Company, ran on the upper river until 1874, when she burned in the basin at Oregon City, and, on being repaired, was run on the lower Willamette and Columbia as a private steamer for Ben Holladay. Capt. Miles Bell was master of the boat for several years after she was constructed, and, when she passed into the hands of the Oregon Steam Navigation Company, Henry Emken ran her for four years and was succeeded by W. H. Smith, Archie Pease, H. P. Kindred, Charles Haskell, W. H. Patterson, and others. The last ten years of her existence were passed in the towing service between Portland and Astoria and in jobbing about the harbor at Portland. Under the Holladay management there were but few additions to the Willamette fleet, the only steamer of any importance completed by the successors of the People's Transportation Company being the *E. N. Cook*, which was built at Oregon City in 1871 by the Willamette Transportation Company. She was a sternwheeler, one hundred and fifty feet long, twenty-five feet beam, six feet hold, with engines sixteen by sixty inches. Capt. J. D. Miller had command of her for a long time, and, when she passed into the hands of the Willamette Transportation and Locks Company, Capt. H. A. Emken was put in charge. In 1877 the Oregon Railway & Navigation Company used her in the towing business, and, from that time until 1889, she was run exclusively as a towboat and in jobbing on the river. Emken ran her until 1884, and was succeeded by Charles Spinner, Archie Pease, W. H. Pope and W. H. Patterson, the latter having command when she sank at Clackamas Rapids in 1890.

Capt. William H. Clough

With steamships, steamboats and railroads galore, Ben Holladay was at the zenith of his power in 1871, and, in seeking a name for a new towboat, Capt. W. J. Buchanan appropriately honored the magnate by christening the craft *Ben Holladay*. She was launched in September by T. J. Bulger, who hád built her for Buchanan Bros., former owners of the *Wasp*, which was operated by Capt. W. G. Goodman.[41] The *Holladay* was less than a hundred feet long, with fifteen feet beam, and seven feet hold, fitted with twin propellers. In command of Capt. William Buchanan and son, with Isaac Buchanan, engineer, and Frank Buchanan, mate, the steamer was used in towing ships between Portland and lower river points, succeeding very well considering her size. The Buchanans[42] ran her until 1876, when they sold her to J. W. Cook & Co., who operated her for a year and then leased her to Fred Congdon. Under Congdon's charge she ran until 1881, when she passed into the hands of Ham, Nickum & Co., in whose service she ended her days. Several of the Mosquito fleet met with financial difficulties in 1871 and changed ownership. The *Mary Bell* was sold by the United States marshal to Capt. R. N. Smith for $1,100, and in November appeared on the Cowlitz route. The *Wasp* took the same course in March and passed into the hands of Walter Moffitt for $900. The *Minnehaha* was also disposed of by the sheriff about the same time to Barney Train of East Portland, and in August the United States marshal transferred the propeller *Webfoot No. 2* to John B. Haley for $575. The Willamette Freighting Company started the steamer *Calliope* on the Yamhill River in opposition to the People's Transportation Company early in the year, but soon withdrew. The *Carrie*, Captain Kingsley, was in the Oregon City trade for a few weeks, and the pioneer steamer *Eagle* was purchased by Capt. John West, who intended to remove the machinery and place it in a new boat. Capt. J. H. D. Gray and George Warren operated the steamer *Varuna* between Ilwaco and Astoria. The Columbia Transportation Company was incorporated at St. Helens, October 17, 1871, with a capital of $75,000, divided into $50 shares. S. Bennett, Joseph Copeland and A. McClellan were the incorporators, and their articles announced that they intended to build, buy and operate steamboats, railroads, etc. The steam ferry *Katie Ladd* was constructed at Westport in 1871 for Joseph Knott, Capt. Sam Douglass taking charge of her on completion. She was equipped with eight by eighteen inch engines, and, as first rigged, was operated by a large drum and cable. This proving impracticable, she was altered to a sidewheeler and ran between Portland and East Portland for many years, finally passing into the hands of Captain Callahan, who changed her into a sternwheel scow called the *Margey*. The steamer *Nez Perce Chief*, which was brought down from the upper river in 1870, was piloted over the Cascades, June 6th, by Captain Ainsworth.

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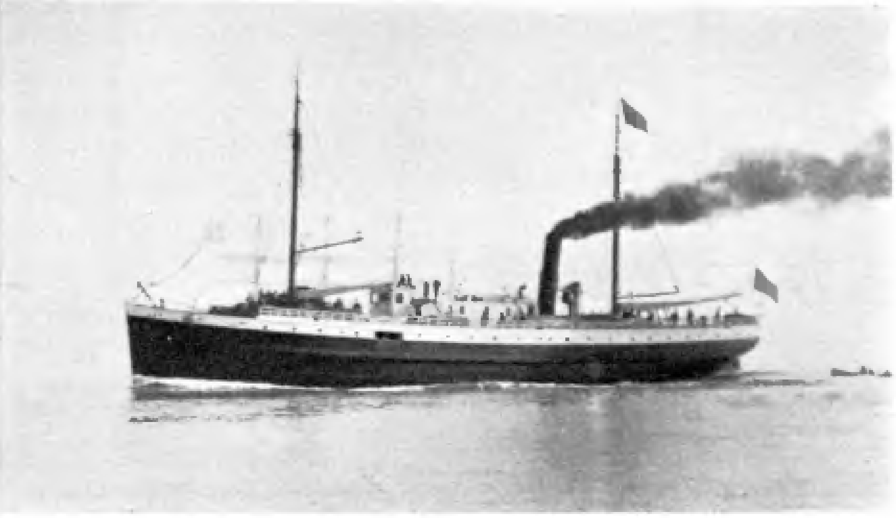
[41] Capt. W. G. Goodman was born in England in 1849, reaching the United States in 1863 on the ship *Siam*. He remained with her until 1870, and was second mate on the vessel when she took the first cargo of lumber from Stamp's Mill, British Columbia, the charter rate from the mill to Australia being five pounds five shillings per thousand. Captain Goodman left the *Siam* at Boston in 1870 and came overland to San Francisco, where he entered the coasting trade on the bark *Almatia*. He left the bark at Portland, and was employed by a company erecting a sawmill on the Klatskanie River. After the mill was completed he was given command of the tug *Wasp*, used in towing logs, and continued steamboating on the Columbia until 1873, when he shipped as first mate of the *Roswell Sprague*, bound for Queenstown; but on the voyage the ship encountered a hurricane and was obliged to put into Valparaiso, where both vessel and cargo were condemned and sold. Capt. John O'Brien, of whaleback fame, was one of the *Sprague's* crew on this trip and returned to San Francisco with Goodman, who then went into the coasting trade, serving on the schooners *Melancthon*, *Oregonian*, *Amelia*, *Hero*, and other well known vessels. In 1878 he was mate on the bark *Mattie Macleay* between Portland and Honolulu, and since then has been almost continuously in the Island trade out of San Francisco, having command at different times of the following vessels: brigs *Pomare* and *Hazard*, barks *Jane A. Falkenberg* and *Columbia*, schooners *Malolo*, *Julia* and *Robert Lewers*, still having charge of the latter vessel.

[42] Capt. William J. Buchanan was born near Cleveland, Ohio, in 1835, and on coming to the Pacific Coast in 1869 commenced steamboating on the Willamette and Columbia Rivers on the *Wasp*. His brother, Isaac Buchanan, the well known engineer, who



STEAMSHIP "EUREKA," FORMERLY (LITTLE) "CALIFORNIA"

In November, 1871, Rogue River received a visit from the steamship *Coquille*, the first ocean steamer to enter the river. She carried as cargo the machinery for two steam sawmills, which in later years furnished her with many lumber cargoes. The steamer *Mary*, the first to run on the Coquille, was built on that stream in 1871 by William E. Rackliff, one of the pioneers of the Umpqua. She was a diminutive craft, with an eight by eight inch engine, and ran between the mouth of the river and the forks of the Coquille. The Rackliffs operated the steamer for about a year and then removed the machinery and sold the hull. The steamer *Argo*, which was launched at San Francisco in 1869, was taken to Coos Bay in 1871 by Capt. William H. Clough.[43] She was a small propeller and ran on the Bay and its tributaries for several years. Clough sold her in 1872, and Henry Wade took command. The steamer *Elk*, which had been on the Umpqua, was taken to Yaquina in January and went into service on the Bay. The steamship traffic on the northern routes was performed by the *Pacific*, *Oriflamme*, *John L. Stephens*, *Idaho*, *California*, *Ajax*, *Mohongo*, *Newbern* and *Constantine*. The latter steamer was owned by Hutchinson, Kohl & Co., and, in command of Capt. Charles Thorn, commenced running to Portland in May, in opposition to the Holladay line. The competition was quite warm for a short

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was associated with him in this business, was born in Cleveland, Ohio, in 1827. From the *Wasp* they went to the steamer *Ben Holladay* and were among the first on the river to make a specialty of towing ships between Portland and Astoria. Finding the *Ben Holladay* too small for the service, they constructed the *Ocklahama*, the best towboat in the Northwest, but disposed of her to the Oregon Steam Navigation Company before she was completed and soon afterward launched the *City of Quincy*, which they operated until she was sold to go to the Sound. They next purchased the steamer *Traveler* on the Cascade route, but, finding her too slow, built the steamer *Ione* for the same trade. Capt. William S. Buchanan, son of William J., was born in Quincy, Ill., in 1854, and has been interested with his father and uncle in all of their steamboat ventures, having served as master of steam vessels for over twenty years. He was principal owner of the *Ione*, and after disposing of her retired from the river and engaged in business in East Portland. Frank J. Buchanan, who acted as purser and mate on the steamers operated by the family, was born in Galesburg, Ill., in 1857, and commenced steamboating on the *Ben Holladay* in 1873. In addition to his work on the numerous boats managed by the Buchanans, he served as purser on several other Willamette River steamers, and had command of a number of small steamers running out of Portland. He died suddenly at Washougal in March, 1891, while engaged as mate on the steamer *Ione*.

[43] Capt. William H. Clough was first assistant engineer on the steamer *Oregonian* in 1854, and shortly afterward held the same position on the old *Pacific*, on which he was engaged for a period of twenty-six months. From the *Pacific* he went to the mines, where he remained until 1869, when he returned to San Francisco and found employment in a machine shop at Oakland. He left there in 1870 and took charge of a sawmill at Coos Bay, and thirteen months later again embarked, this time as chief of the tug *Fearless*. After five years on the tug he was transferred to the new steamer *Arago*, remaining on her for three years. The tug *Escort* was Clough's next service, and he handled the throttle on her for four years. From the *Escort* he went to the United States steamer *Badger* for six months, then about the same length of time on the snagboat *Corvallis* and from there to the *General Canby* for five years. When the *General Miles* was built he assisted in setting up the machinery and on completion ran her for thirteen months. He was a member of the Shoalwater Bay Transportation Company, which fitted out the *Governor Newell* and sent her to Gray's Harbor, losing considerable money in the veuture. He subsequently chartered the *Garfield* and operated her for a year profitably. He went to Seattle in 1889 and formed a company in 1890 which built the steamer *Latona* and ran her on Lake Union for two years, Clough serving as master. In 1892 she was taken to Lake Washington, where she is still in active service.

time, but was soon ended by Holladay buying off the *Constantine*. The propeller *California*, Captain Hayes, and the *George S. Wright*, were sailing between Portland, Puget Sound and Alaska. The *Gussie Telfair* also made a few trips while the *California* was undergoing repairs. The mail contract between Victoria and San Francisco was in the hands of Rosenfeld & Bermingham, who received a subsidy of $5,000 per month for two round trips, and performed the service with the steamship *Prince Alfred*, which was so small and slow that it frequently required seven or eight days to make the voyage. She was a British vessel, built in 1865 for the Australian trade. The company owning her failed, and the steamer was registered under the New Grenadan flag and ran for a short time on the Panama route, going to San Francisco in 1870, where she was purchased by Rosenfeld & Bermingham for $12,800. She was two hundred and twenty-five feet long, thirty-one feet beam, and had but twenty staterooms. Early in 1872 she was quarantined at Victoria for nearly two months, but after getting clear continued in the mail service until June, 1874, when she was wrecked (see wreck of *Prince Alfred*, 1874). Captain Sholl was master of the steamer nearly all the time she was on the northern route, and D. A. McDermott[44] was engineer. The United States steamer *Saranac*, Rear Admiral John A. Winslow, was at Portland, Port Townsend and Victoria in 1871. A fine Oregon built schooner was launched at Yaquina in 1871. She was a three-masted vessel, one hundred and six feet long, thirty-one feet beam, and eight feet depth, and was christened *Elnorah*. Her owners were the Newport Transportation Company, who operated her in the coasting trade. She is still afloat and at present is owned by J. A. Hooper of San Francisco. The barks *Edward James*, Captain Patterson, *Goodell*, Captain Crocker, and *Garibaldi*, Captain Noyes,[45] were sailing between the Columbia River and Oriental ports, the former vessel also making a trip from Honolulu to Seattle. The bark *Camden*, Captain Robinson, arrived at Port Townsend in September with a partial cargo of sugar from the Hawaiian Islands. Railroad building in the Northwest, which attracted a considerable number of sailing vessels in 1870, continued in 1871, and among the fleet arriving at Portland with iron were the ship *Madawaska*, American ship *Panama*, American bark *Niobe*, which discharged at Kalama, Wash., for the Northern Pacific Railroad, and the British barks *Skiddaw*, *Alice Graham*, *Sparkling Dew*, *Harrington* and *Coldstream*, British ships *Dovenby*, *Bristolian*, and the American bark *Alden Besse*, with iron for the Oregon & California Railroad. The wheat fleet of 1871 included the barks *Tenax*, *Propsita*, *Ginger*, *Envoy*, and the ships *Montgomery Castle* and *Prince of Wales*, loaded by Allen & Lewis, and the bark *Rosedale*, loaded by Henry Hewett. The coasting fleet between San Francisco and Puget Sound was credited with some very fast passages in 1871, the old barkentine *Constitution* making two successive round trips between Port Gamble and San Francisco in twenty-one and twenty-three days respectively. The brig *Merchantman* also accomplished the round trip from Port Madison in twenty-one days. Capt. Paul Corno, who had made and lost a fortune in the Columbia River trade, appeared this year with the little schooner *Milo Bond*, which he ran between Tillamook and Portland, carrying passengers and freight.

D. A. MCDERMOTT

The schooner *Nanaimo* was wrecked on Cypress Island in 1871, but was afterward floated and taken to Port Townsend, where she was sold to the United States marshal for sixty-five dollars. A laxity of laws governing steam navigation in British Columbia waters was brought to public notice in August, 1871, when the pioneer *Emily Harris*, the fourth steamer built in the colony, exploded her boiler, killing the veteran Captain Frain, and leaving a mystery regarding the occurrence which has never been solved. The steamer left Nanaimo for Victoria, August 14th, with sixty tons of coal. An Indian called Joe, who acted as engineer while Captain Frain was steering, escaped unhurt, as did two or three other Indians on board at the time, and their accounts of the manner in which the accident occurred were very unsatisfactory. Captain Frain, a passenger, and the Chinese cook, were missing, and none of the bodies were ever found, a fact which at that time caused considerable talk of foul play. The American bark *Hattie Besse*, from San Francisco for Burrard's Inlet to load lumber for Shanghai, was wrecked November 20th about twenty miles south of Tatoosh light. The vessel came in too close to the land during a heavy fog, and as soon as the danger was realized the anchors were let go, but the chain parted and the vessel drifted ashore, striking heavily on a rock and parting amidships almost immediately, severely injuring two men. The heavy sea running prevented the crew from saving anything from the wreck except a few provisions. The revenue cutter *Lincoln* was dispatched from Port Townsend to the scene of the disaster, but the survivors were picked up and taken to Portland by the steamer *California*. The bark was valued at about forty thousand dollars and was insured for fifteen thousand. At the time of the accident she was in command of Capt. James H. Gragg. The steamer *U. S. Grant*, Capt. J. H. D. Gray, while lying at the wharf at Fort Canby, December 19, 1871, was blown adrift, and before steam could be raised, or an anchor made to hold, she struck the beach and was soon knocked to pieces by the heavy sea. Captain Gray and his brother, A. W. Gray,[46] escaped in a small boat, but the tremendous sea prevented their landing until they were nearly frozen. The steamer proved a total loss, her name-board serving as a nucleus for a large collection of similar relics now on exhibition at the Fort Canby Life Saving Station. The brig *Byzantium*, Captain Roys, while on a whaling cruise in the north, was wrecked on a sunken reef, October 19th, slipping off the reef the following day and sinking in sixty fathoms of water. The crew escaped, but the vessel and the cargo of three hundred barrels of oil were a total loss. The *Byzantium* was a well known vessel in the Northwest, and first came to Victoria in 1867. She was afterward libeled and sold to Captain Calhoun at Port Townsend, who ran her as a packet between Honolulu and Puget Sound, until the year preceding the wreck, when he fitted her up as a whaler.

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[44] D. A. McDermott, engineer, born in Ireland in 1846, came to the Pacific Coast on the steamship *Newbern*, with which he went to Sitka, leaving her there and working ashore for the Government for two years. On returning to San Francisco he joined the steamer *Prince Albert* for a season and next ran to China for the Pacific Mail for four years, from there going to the *Montana* on the Panama route. He was next on the *California* running to San Diego and afterward on the *Montana* to the Colorado River. Later he spent three years as chief engineer on the ferries, leaving there to go on the steamship *Victoria* in the northern trade for a year. He was afterward chief of the *Santa Cruz* for a similar period, and from that time until 1891 ran as chief on the *Celia*, *Laguna*, and one or two other steam schooners. In 1891 he went north on the whaler *Thrasher*, remaining with her for two seasons, and on his return joined the Alaska Packing Association, for whom he has recently fitted up the sternwheeler *S. M. Mathews*, which will be shipped north in sections, and Mr. McDermott will put her in running order when she reaches her destination.

[45] Capt. Cyrus M. Noyes was born in Searsport, Me., in 1842, and has been connected with the marine business since boyhood. He first came to the Northwest in 1870 on the bark *Garibaldi* running to China. In 1876 he took command of the bark *Alden Besse* in the same trade, leaving her a few years later for the bark *Coloma*, which he still commands. Captain Noyes has spent more continuous years of service in the Portland and China trade than any man in the Northwest.

CAPT. ALLEN NOYES

One of the prominent marine men who passed away in 1871 was Capt. William Dierdorff, United States Inspector of Hulls, whose death occurred in Portland, July 24th. Captain Dierdorff was born in Pennsylvania, July 4, 1815. He was married to a sister of Capt. J. C. Ainsworth, and coming west in 1854 was one of the mercantile firm of Ainsworth & Dierdorff at Oregon City. He was afterward chief of the commissary department of the Oregon Steam Navigation Company, and on the death of Captain Couch was appointed Inspector of Hulls. Capt. Charles W. Pope, for a number of years engaged on the steamer *Upper Willamette*, was drowned in the Clackamas River in June. S. T. Church, one of the founders of the People's Transportation Company, died at Santa Clara, Cal., March 28th. Capt. William Mouatt, the pioneer Hudson's Bay master, died in a canoe at Fort Rupert, *en route* from Knight's Inlet, April 12th.

CAPT. A. W. GRAY

A number of additions were made to the minor steam fleet on Puget Sound in 1872, none of the vessels being of very much importance. The tug *Blakely* was built at Port Blakely by the mill company, in whose service she continued for many years. Her machinery had been taken from the propeller *Columbia*, which had been brought up from San Francisco by Captain Gove and used in towing for a short time. Capt. Sam Jackson was her first master and was followed by Captains Dave Hill, Selby, Frank Smith, J. Libby, Harry Struve and others. After running for several years as a towboat, her machinery was removed and the hull was rigged as a sailing vessel. The *Columbia* was an old brig razeed. She was built in Maine in 1849, coming to the Pacific Coast that year. After her machinery had been removed, Renton, Smith & Co., the owners, rigged her as a schooner, and she was again employed in the coasting trade. Captain Lennan had command of her for a short time, and E. W. Baughman was also one of her masters. Capt. John T. Connick built the small propeller *Georgia* at Seabeck in 1872, and ran her as a passenger and towing steamer between Seabeck and Port Gamble. She was afterward sold in British Columbia, and was used as tender for a dredge in Victoria harbor, ending her days under the British flag. The *Lively*, built at Mare Island Navy Yard in 1871 as a launch for the U. S. steamer *Pensacola*, was purchased in 1872 for the jobbing and towing trade around Seattle. In 1874 she was operated for several months as a ferry between New and Old Tacoma, in charge of Capt. George D. Messegee and Engineer H. Lynch. The steamer *Rose*, launched at Sitka in 1862, and subsequently operated as a sailing vessel, appeared again as a steamer in 1872, having been fitted up by the sons of Allen Francis, American consul at Victoria, and Edwin H. Francis[47] ran her as a trader between the Sound, Victoria and Alaska. The steamer *Success*, built by Captain Coupe, was running between Seattle and Port Blakely. She afterward passed into the hands of John Bell and from him to Captain Nugent,[48] who continued her on the Blakely route for a number of years, subsequently selling her to parties at Seattle, who in turn disposed of her to Newell Brothers of Orcas Island. Capt. Joseph Spratt of Victoria completed a fine sidewheeler at San Juan Island in 1872. She was christened *Maude*, and was supplied with machinery from the old steam barge *Transport*, which had been built on Puget Sound for the Central Pacific Railroad Company, and wrecked on Vancouver Island several years before while *en route* to San Francisco. The *Maude* was one hundred and sixteen feet long, twenty-one feet beam, and nine feet hold. She made her trial trip May 4th in command of Captain Holmes, who remained in charge of her until 1877, when Daniel Morrison became master and was succeeded in 1879 and 1880 by Captains Rudlin and Ramsey. In 1884 she was converted into a barge and a year later again received machinery, this time rigged out as a propeller, making her trial trip September 18th. When Captain Spratt disposed of his steamboat interests to the Canadian Pacific Navigation Company, the new owners ran the steamer on the west coast route and have continued her in that trade to the present time, Captains William Meyer, Jones, Berry, Brown and Leaks successively commanding until 1891, when she was put in charge of Captain Roberts.

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[46] Capt. A. W. Gray was born at Clatsop Beach in 1850, and commenced his marine life on the steamer *George S. Wright* running coastwise. In 1866 he was on the steamship *Oregonian*, and on his return from the East that year he began running on river steamers. He was on the *U. S. Grant* at the time of her wreck in 1871, and was afterward on the steamer *Varuna*, which took her place on the Ilwaco route, and on the tug *Sedalia*. He was then engaged on the steamers *Mary Bell*, *Vancouver*, *Welcome*, *Quickstep* and *Cleveland* on the lower river, and along in the eighties went to the upper river, where he had charge of the *Frederick Billings* for a long time, and, when the new steamers *City of Ellensburg* and *T. L. Nixon* were built, he commanded them until about two years ago, leaving to take the steamer *Mascot* on the Lewis River route. He is one of a quartette of brothers who have been very successful as steamboatmen.

CAPT. GEORGE D. MESSEGEE

The steamer *Emma* was sold this year by Captain Spratt to T. J. Burns for $4,500, and Captains Rudlin, Ramsey, Holmes and Lucky commanded her during the year. British Columbia steamers changed masters frequently, and in 1872 the *Enterprise* was credited with the following captains: Swanson, McKinnon, McNeil and Rudlin; the *Grappler*, McIntosh, Devereaux and Rudlin; the *Isabel*, Morrison, Pamphlet, Ramsey and Lanborne; the *Otter*, Swanson and Lewis. The old *Beaver* was in charge of one of her early masters, Captain Mitchell, and Captain Devereaux handled the steamer *Cariboo and Fly*. The steamer *Goliah*, Capt. S. D. Libby, Mate J. A. McCoy,[49] served for a short time on the Victoria route in 1872 as a mail boat. The *Prince Alfred*, which was one of Rosenfeld & Bermingham's Victoria mail steamers, was quarantined early in the year at Victoria, and during this detention the old steamship *California*, Captain Hornsby, made several trips to Victoria in her place. This firm also operated the steamship *Dakota* in connection with the *Prince Alfred*. The Pacific Mail Steamship Company and the North Pacific Transportation Company settled their disputes by the former company purchasing the steamships *California*, *Orizaba*, *Pacific* and *Senator*, and all of the business of the southern route. Her Majesty's steamship *Sparrow Hawk*, which had been stationed at Esquimalt for several years, was purchased in 1872 by Corbett & Macleay of Portland, who converted her into a sailing vessel.

CAPT. E. H. FRANCIS

But few steamers were built on the Columbia and Willamette rivers in 1872, the additions to the list nearly all being unimportant. The steamer *Jane West*, which had arisen from the ruins of the *Eagle*, made her appearance in April in command of Capt. Dean Blanchard, who afterward owned her and ran her for a number of years in connection with his lumbering interests. The steamer was less than fifty feet long, with thirteen feet beam. The *Maria Wilkins*, a small sternwheeler, was constructed at Portland by F. M. Warren, and a year later was fortunate enough to make a single trip that gives her a permanent place in history, having been the first boat to pass through the newly completed locks at Oregon City. Capt. J. S. Huntington had command of the steamer until 1876, and was succeeded by Capt. Fred Wilson. The *Wilkins* was of small importance except as a towboat, and after sinking several times ended her prosaic existence early in 1880 on the beach. Her dimensions were: length, seventy-six feet; beam, seventeen feet; depth, four feet; engines, eight by forty-eight inches. A steam ferry was established in 1872 between Vancouver, Wash., and the opposite shore by Capt. E. W. Baughman, the Oregon landing being the same spot which Capt. John Switzler had selected for his ferry over twenty years before. The increasing number of sailing vessels in the deep-water fleet provided the tug *Astoria* with very remunerative employment, and in 1872 she secured the first of many similar prizes, receiving five thousand dollars salvage for hauling the barkentine *Jane A. Falkenberg* off Clatsop Spit. When business was light on the bar, the *Astoria* frequently towed vessels up the river as far as Oak Point. The tugs *Merrimac* and *Varuna* also engaged in this work, the steamer *Ben Holladay* relieving them of their tows at Oak Point and taking the vessels to Portland.

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[47] Capt. Edwin H. Francis, of Victoria, B. C., was born in Illinois in 1851 and commenced steamboating in the Northwest on the steamer *Rose* in 1872. He is a son of Allen Francis, for a long time American consul at Victoria. Captain Francis ran the steamer *Rose* until 1877, when she was sold, and since then he has been employed most of the time as a pilot on United States vessels running to Alaska.

[48] Capt. James Nugent was born in Massachusetts in 1845 and commenced steamboating on Puget Sound in 1872 on the *Success*. He was afterward owner of a number of small steamers on Puget Sound and for many years had almost a monopoly of the business between Port Blakely and Seattle. His last steamer on this route was the *Michigan*, which he ran until 1894 and then sold her to John A. Devlin.

[49] Capt. J. A. McCoy was born in Maine in 1843 and followed the sea in many parts of the world until wrecked near Barclay Sound in the ship *Forest King* in 1870. This voyage terminated his experience on deep-water vessels. After the Indians had pillaged the vessel and relieved him and the rest of the crew of their valuables, McCoy and his associates made their way to the Sound and from there to the Columbia River. There the captain found employment as mate on the steamer *Julia*, but soon left her to join the *Goliah* in the same capacity. He remained with her for some time and then joined the *Etta White*, and was subsequently master of the steamer *Celilo*, going from her to the steam tug *Yakima*, where he remained a season, thence to the *S. L. Mastick*, on which he served three years. He spent the same length of time on the tug *Tacoma* as mate and master, and while not in command of the towboats handled the *Phantom*. When the steamer *Wasco* was taken around from the Columbia River, Captain McCoy was put in charge and ran her to Bellingham Bay for several months.

The fine little steamer *Eastport* was built at Marshfield in 1872 by Hans Reed[50] for Howard & Pool of San Francisco, who at once put her in the coal trade between Coos Bay and the California metropolis. She had excellent passenger accommodations, and carried about four hundred and fifty tons of coal per trip. Capt. George Paton[51] was first in command, and was succeeded by Captain Whitney, who lost the steamer near Point Arena in July, 1875. Alexander McDonald[52] was one of the best known engineers with the steamer (see wreck of *Eastport*, 1875). Another small steamer designed for inland navigation was built at Empire City in 1872 by Capt. W. H. Luse. She was named the *Satellite*, and was seventy-two feet long, nineteen feet beam, and four feet six inches hold, with engines nine by forty-eight inches. Capt. Theodore Johnson was her first commander and was succeeded by Captains Lanfair, Graves, Luse, and others. Nearly all the prominent steamboatmen on Coos Bay have worked on the steamer in some capacity at different times. The steamer *Oneatta* was launched at Pioneer City, Yaquina Bay, and made her trial trip in February, 1872. The *Oneatta* was a side-wheeler, with engines thirteen by thirty-six inches, length eighty-two feet, fourteen feet beam, and four feet hold. She was owned by George Kellogg, and came around to the Columbia shortly after she was completed, having been purchased by the Humes, who placed her in charge of Eugene Brock, who was succeeded in command by Captains A. T. Davis, A. L. Pease, A. C. Fisher, Fred Congdon, G. W. Taylor, and others. She was changed to a sternwheeler in 1881, and a year later was taken to Humboldt Bay by Captain Wass. The steamer *Mary Bell* was bought by John Marshall, who ran her to Cathlamet and Oak Point. The wheel of the pioneer steamer *Julia* made its last revolution in December. Her machinery was then removed, preparatory to breaking up the hull. On consolidating his steamship interests with those recently acquired of the People's Transportation Company, Ben Holladay reorganized his forces, and the Oregon

CAPT. J. A. MCCOY

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[50] Hans Reed of Bandon, Or., was born in Norway in 1840, and sailed coastwise there until 1859, when he came to California. After his arrival he was employed as a draughtsman in North's shipyard in San Francisco, holding the position seven years. He subsequently went to Washington Territory, and, in partnership with his brother, built a number of vessels at Port Madison, among them the schooner *W. S. Phelps*, the barkentine *S. M. Stetson*, steamer *Empire*, and the four-masted schooner *Puritan*. From Port Madison he went to Marshfield, remaining thirteen years, and during that time completed the steamers *Eastport* and *Coos Bay*, schooners *Pannonia*, *Laura May*, *John G. North*, and others. From Marshfield he went to the Coquille and constructed the tug *Triumph*, steamer *Despatch*, and several schooners.

[51] Capt. George Paton was born in Scotland in 1833. He came to the Pacific Coast in 1869, and commenced sailing out of San Francisco on the schooner *Exact*, in which he was cast away on his first voyage while *en route* to Crescent City, all hands being saved. From 1859 to 1871 he was on different sailing vessels in the coasting trade and to the Sandwich Islands, and was with Simpson's tugs and schooners for two years. In 1871 he was given command of the *Eastport*, which he operated for a year between San Francisco and Coos Bay, next running the *Norway* in the same trade. He was subsequently master of the steamer *Coquille* to Coos Bay and afterward to the Umpqua for a period of two years, leaving her for the steamer *Humboldt*, which he ran to Humboldt Bay and Crescent City for nine years. When the Oregon Pacific Railroad Company established a steamship service to Yaquina Bay, he was successively in command of the *Yaquina City*, *Eastern Oregon* and *Willamette Valley*, remaining with the latter steamer for four years. He was afterward on the steamer *Point Loma*, of which he was part owner. and in October, 1894, took charge of the steamer *Homer*, which he is still running. He is interested in the steamer *National City*, running to Humboldt Bay, and is also an owner in the four-masted schooners *Salvator*, *Ethel Zane* and *Bangor*, in the lumber trade.

[52] Alexander McDonald, engineer, was born in Scotland in 1823, and came to America when quite young. His first marine service in this country was on steamships from New York to Panama, and in 1869 he arrived in San Francisco, where he joined the steamship *Salinas* as first assistant, remaining for a year, subsequently going to the *Eastport* in the Coos Bay trade for eighteen months. He was next on the *Los Angeles*, running to the Sound for over a year, and from there went to the steamer *Humboldt*, which was about the last of his marine work. He is now on the retired list, and for a number of years has been trustee and treasurer of the Marine Engineers' Association. In 1863 and 1864 he served for nearly a year on the upper Columbia River steamers.

Steamship Company, operating river, Sound and ocean steamers and railroads, succeeded the North Pacific Transportation Company. The Willamette River Navigation Company, which was destined to make matters very interesting for Holladay's steamboats, elected the following directors in November: Jacob Kamm, Elijah Corbett, Charles Holman, Lloyd Brook, B. Goldsmith, George Marshall and Joseph Kellogg.

Ocean steamships on the northern route in 1872 were the *Oriflamme*, Captains Floyd, Connors and Bolles; *John L. Stephens*, Captain Connor; *Pacific*, Capt. Peter Mackie; *Idaho*, Capt. Jeff Howell; and *Ajax*, Captain Bolles. Regular coasting traders running north from San Francisco were the barks *Whistler*, Captain Simpson; *Webfoot*, Freeman; *Helen W. Olney*, Widdinson; barkentines *Amelia*, Henderson; *Melancthon*, Patterson;[53] brigs *Orient*, Wheelwright; *Brewster*, Duff; barks *Almatia*, *Rival*, barkentine *Free Trade*, brig *Perpetua*, schooners *Katie Heron*, *Alice Haake*, and others. The Puget Sound lumber fleet included the barks *Camden*, *Christopher Mitchell*, *Goldhunter*, *Forest Queen*, *Gem of the Ocean*, *Indian Empire*, *Harrison*, *Malleville*, *Martha Rideout*, *Narramissic*, *Powhatan*, *Scotland* and *Tidal Wave*; barkentine *W. H. Gawley*; ships *John Jay*, *Elizabeth Kimball*, *El Dorado*, *Ocean Traveler*, *Panther*, *William Home* and *Wildwood*. The latter vessel, built at Port Madison in 1870, was nearly two thousand tons register. She was purchased in San Francisco in December by C. L. Taylor for $75,000. The bark *Scotland* was condemned and sold at Seattle, Fred Peterson, engineer of the *Black Diamond*, securing her for $2,900. Lumber charter rates were exceedingly high in 1872, the bark *Malleville* receiving $22.00 per thousand from Burrard's Inlet to Callao, and the schooner *Alice Haake*, a 240-ton vessel, receiving $34.00 per thousand from the same port to Melbourne; and in October the highest rate ever paid was for a charter made in San Francisco to load lumber on the Sound for Callao at $37.50 per thousand, with return cargo guaranteed. Among the flying passages made by the Sound fleet was that of the ship *Elizabeth Kimball*, which arrived at Port Madison in January, four days and seven hours from San Francisco. The *Tidal Wave* made the same trip in December in five days, completing the round trip in twenty-five days.

ALEXANDER McDONALD

The number of deep-water ships visiting the Columbia continued to increase in 1872, among them being the British ship *Chetah* and American bark *Metis* with railroad iron from Wales, the American ships *Annie E. Small* and *Zouave* with similar cargoes from New York, British ship *Siam* with railroad iron from England, and the British bark *Loch Dee* with a general cargo from Liverpool. From the Orient came the American barks *Garibaldi*, Captain Noyes, with two hundred and seventy Chinese, and *Edward James*, Captain Patterson, with three hundred and eighty; British ship *Forward*, Captain White, three hundred and thirty, and the Spanish bark *Manilla*, with four hundred and twenty-five Chinese. The American bark *Alden Besse* also brought a few Orientals. The wheat fleet from the Columbia River in 1872 included the following vessels: American ships *A. M. Small*, *Zouave*, the British ships *Siam* and *Grossmier*, British barks *Barracouta*, *Harrington*, *Metis*, *Sparkling Dew*, *Electra*, *Navigator*, *Loch Dee*, *Red Deer*, *Norworth*, *Victoria Nyanza*, *Channel Light* and *Chetah*, and the Spanish bark *Manilla*. Charter rates were about fifty shillings, although the *Loch Dee* received fifty-two shillings ten pence. In the Honolulu trade were the *Falkenberg*, Captain Cathcart, the brigs *Perpetua* and *Pathfinder*, the latter having been reconstructed from the old schooner *Augusta* by Walter Moffitt, and was sailed by Capt. L. M. Rogers. A fine schooner named the *Mary Parker* was built on Puget Sound by Capt. J. P. Adams[54] of Port Townsend, and the schooner *Big River* at Freeport and *Serena Thayer* at Port Discovery were launched in 1872. Coos Bay contributed two fine vessels to the coasting sailing fleet in the schooners *Gotama* and *Oregonian*, the latter making her first trip from San Francisco to the Columbia in December. The schooner *Etta May* was built at St. Helens by W. J. Stevens.[55] The coal and lumber trade of Coos Bay and vicinity furnished employment to a regular fleet of small vessels running to San Francisco, among them being the schooners *Arago*, *Lovet*, *Peacock*, *Elida*, *Clara R. Sutil*, *Coquille* and *Lewis Perry*.

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[53] Capt. William Patterson, a native of Nova Scotia, came to the Pacific Coast in 1857, and joined the old bark *Carib* as mate. He served for about a year and then went as master of the brig *Arago*. He was afterward on the *Enterprise* for about two years, leaving her for the *Melanchton*, where he remained eight years. He took command of the barkentine *Tam O'Shanter* in 1875, and has sailed her continuously since that time.

[54] Capt. J. P. Adams of Port Townsend was born in Maine in 1830, arrived in San Francisco in 1850, and sailed on the bark *Mary Melville* between San Francisco, Portland and Puget Sound. Two years later he had charge of the brig *Franklin Adams* on the same route. He next joined the old bark *Ork*, which he subsequently left to assist in the erection of the mills at Nisqually. He next operated a schooner to British Columbia, which he abandoned in 1862 to go to the Cariboo gold mines. Returning, he built the schooner *Lottie* and traded on the Sound with her for ten years. After disposing of this vessel he constructed the schooner *Mary Parker* in 1872 and traded with her up to about 1880, when he sold her to the Indians at Neah Bay, who hired two white men to run her (see wreck of *Mary Parker*, 1893). In the seventies, before gas coal was discovered on the Sound, he supplied Seattle with large quantities of this necessary commodity. In 1878 and 1879 he made sealing trips on the *Mary Parker*, carrying twenty-four canoes and forty-eight Indians. Soon after leaving the *Parker* he retired to a farm near Port Townsend, where he has since resided.

Marine disasters were few in number and not serious in nature in 1872. The steamer *Resolute*, a small towboat built two years before, exploded her boiler at Portland, April 12th, while lying at the wharf at the foot of Morrison Street. She was owned by Hamill and Lewis, the latter acting as engineer. A few minutes before the accident Lewis had looked at the steam gauge, which indicated a pressure of but forty pounds. He then walked ashore, and shortly afterward the steam began blowing off at the safety valve. This caused him to return to the steamer and press the lever of the valve down. No sooner had he done so than the boiler exploded with terrific force, but instead of going upward, as is usually the case, everything went through the bottom of the boat, sinking her almost instantly. Lewis escaped to the dock, but the fireman and Chinese cook were blown out into the river, where they were afterward picked up comparatively uninjured. The steamer was valued at about three thousand dollars and was a total loss. The schooner *Rose Perry* was wrecked on Shoalwater Bay in September.

Notable deaths in the profession in 1872 were Capt. William Irving, the pioneer steamboatman of the Willamette and Fraser rivers, who passed away suddenly at New Westminster, B. C., August 28th. Capt. John Swanson, who came out on the *Cadboro*, and was for many years on the *Beaver* and other Hudson's Bay steamers, died at Victoria, October 23d. Capt. Edward Stamp, who was interested in a number of marine ventures in British Columbia, died in London, November 22d, and Capt. H. B. Lovejoy at Coupeville, Wash. At San Francisco, Fred D. Finch, who ran for some years as purser on his father's steamers on Puget Sound, died December 5th, aged twenty-four years. At Portland, Eph Day, a popular Oregon Steam Navigation purser, died May 5th, aged thirty-nine years.

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[55] W. J. Stevens, shipbuilder, Victoria, B. C., was born in England in 1847. His first marine work in the Northwest was in 1872, when he built the schooner *Etta May* at Westport, Or., afterward taking her to Mexico and selling her to the War Department. He completed the steamer *Westport* for Douglas & West, and, before going to British Columbia, constructed the steamer *Emily Stevens*, with which he engaged in the halibut fishery off Queen Charlotte's Island until stopped by the Dominion Government. In 1878 he built the schooner *Francis Ellen* at St. Helens, and in later years the steamers *Winnifred*, *Vigilant*, *Kildonan*, *Mystery*, *Sadie*, *Swan* and *Mary Hare* at Victoria.

CHAPTER X.

MYSTERIOUS FATE OF THE "GEORGE S. WRIGHT"—FIRST STEAMER THROUGH THE LOCKS AT OREGON CITY—STEAMERS OF THE WILLAMETTE RIVER TRANSPORTATION COMPANY—THE STEAMER "DAISY AINSWORTH"—TUGS "SEDALIA" AND "FEARLESS"—THE COOS BAY & COQUILLE TRANSPORTATION COMPANY—MERCHANTS' TRANSPORTATION COMPANY OF OLYMPIA—BRITISH STEAMER "UNION"—NORTHWESTERN LUMBER FLEET OF 1873—THE WILLAMETTE RIVER STEAMER "OHIO"—STEAMER "WILLAMETTE CHIEF"—COLUMBIA & WILLAMETTE BARGE COMPANY—TUGS "C. J. BRENHAM" AND "KATIE COOK"—STEAMERS "GLENORA" AND "GEM" ON THE STICKEEN RIVER—STEAMSHIP "LOS ANGELES"—LICENSED OFFICERS IN THE PUGET SOUND INSPECTION DISTRICT—THE OREGON CLIPPER "WESTERN SHORE"—WHEAT SHIPMENTS FROM ASTORIA—SHIPBUILDING ON PUGET SOUND—WRECK OF THE "PANTHER," "SIDI," "EDWIN," "DIANA," AND OTHER WELL KNOWN VESSELS.

EARLY in 1873 the steamer *George S. Wright* disappeared while on a trip from Alaska to Portland, and, though strenuous efforts have been made to learn the exact fate which overtook the steamer, her crew and passengers, the mystery has never been fathomed, and, like many similar calamities of lesser importance, all that can be said is that she sailed away and no message ever came to quiet the heartaches of those whose friends and relatives perished with her. The *George S. Wright* occupies a permanent place in Northwestern marine annals through having been a Puget Sound production and having spent her entire existence in the waters of the North Pacific. She was launched at Port Ludlow, September 1, 1863, for John T. Wright,[1] who named her in honor of his brother. She was one hundred and sixteen feet seven inches long, twenty-five feet beam, ten feet six inches hold, and, in command of Capt. S. F. Lewis, was put on the Portland and Victoria route, where she ran for a short time, until secured by the Russian-American Telegraph Company, who sent her to Siberia, where she was operated in their interest for nearly two years. On the failure of that project in 1868 she was sold to Jacob Kamm, who ran her until October, 1869, and then disposed of her to the North Pacific Transportation Company. In this service she carried the mail on the Alaska route, and was commanded at different times by Waitt, Rogers, Hayes, and Thomas J. Ainsley. She sailed from Portland on her last trip early in January, coaled at Nanaimo, and proceeded to Alaska. Arriving at Sitka, she discharged her cargo and started on the return trip, having as passengers Major Walker and wife, Lieutenant Rogers and servant, Charles Waldron, Charles Kincaid, Mr. Sinsheimer, quartermaster's clerk at Sitka, and an unknown cooper. At Tongas, John Williams of Victoria, S. Millotitch and a man named Hogan and his son were taken aboard. After leaving Sitka the steamer went to Kluvok, where Waldron had a fishing station. Here she loaded eight hundred barrels of salmon, one hundred barrels of oil, a few bundles of skins and

JOHN SUTTON

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[1] John T. Wright, Jr., was born in New York in 1826, and gained his knowledge of the steamship business on his father's vessels sailing out of the metropolis. He came to the Pacific Coast in 1849, served for a long time as engineer on the *Sea Bird*, *Goliah*, and other vessels owned by the elder Wright, and eventually acquired an interest in the business. The steamer which bears his name was intended for service on Puget Sound, the framework having been constructed by Capt. John H. Scranton, who had the mail contract between Olympia and Victoria. Wright bought the structure as it lay and lengthened it for an ocean steamship, fitting her out with the engines of the old *Sea Bird*. After selling this steamer, Wright went East in 1866 and bought the *Gussie Telfair* and the well known steamship *William Tabor*, which he sent around to the Coast, and when he returned in 1868 ran the latter as an opposition steamer on the various routes out of San Francisco. On the Sound he was interested with his brothers in the steamers *Eliza Anderson*, *Olympia*, *George S. Wright*, *Maria*, and other early-day steamers. Of late years Mr. Wright has not been connected with the business, and is now living in Oakland, Cal.

furs, sailing for Nanaimo, January 25th. Her crew consisted of Thomas J. Ainsley, captain; B. F. Weidler, purser; John Sutton, chief engineer; James Minor, second engineer; Daniel Noonan, first officer; William Price, second officer; P. Clawson, Owen McGough, firemen; Edward Johnson, Archibald Dunn, James Irwin, Gus Proffe, J. Jenson, seamen; Chris Adams, steward; Pedro Salvo, Jewell Michels, cooks; C. Hevendehi, waiter; Moses Baptist, pantryman; Indian Jim, messboy; Indian Jack and Jim, coal-passers. As time passed on and no tidings were received, those having friends in peril appealed to the Government to send a steamer to search for the absent vessel. The knowledge of the treatment which shipwrecked crews had received in the past made it quite probable that, if the steamer had been wrecked, the survivors might suffer indignities, or even death, at the hands of the murderous savages on the North coast. The United States Government, with the exasperating slowness which on more than one similar occasion has cost human life, failed to furnish the assistance desired until weeks after the steamer had been reported missing, although British officials at Victoria dispatched Her Majesty's ship *Petrel* in search long before an American vessel was ready for the service. The owners of the *Wright* sent the steamer *Gussie Telfair* to the rescue, but so much time had elapsed that but few traces could be found of either the vessel or those on board. Some pieces of wreckage came ashore near Cape Caution, indicating that the steamer had been lost in that vicinity. The supposition has always been that she struck an unmarked rock near that point about January 27th, and that, if any of the passengers or crew reached shore, they were butchered by the natives. Several months after the disaster a portion of a human body clothed in a soldier's uniform was found on the beach, and the remains of an eight-year-old boy, with a life preserver attached, supposed to be that of young Hogan, were also found. Both were fully clothed, indicating that the accident must have happened either in the daytime or in the evening before the hour for retiring. Another theory advanced in explanation of the mystery is that the boiler exploded, destroying the vessel and killing all on board. The finding of the boy's body would appear to refute this supposition, as in case of an explosion there would have been no time to secure a life preserver. About five years after the disappearance of the *Wright*, an Indian called Billy Coma was arrested in Victoria, and while in jail made a confession in which he stated that he had been a coal-passer on the *Wright* when she was lost, and that all of the crew, with the exception of himself and another Indian, had been killed by the natives. The story was investigated, and while it was ascertained that Coma had never been a coal-passer on the steamer and was very much of a stranger to the truth, yet he had been living with a tribe near the scene at the time of the wreck, and his familiarity with many of the details was such as to warrant the belief that he might have imparted information which would have thrown light on the mystery. Numbers of stories of a similar nature occasionally found their way to the public ear, but, despite the wearisome search of the friends of the lost, no tidings bearing the stamp of authenticity have ever been received.

JOHN T. WRIGHT, JR.

The completion of the locks at Oregon City was the most important event of 1873. The work was practically finished in 1872, but the *Maria Wilkins*, the first steamer to pass through the locks, did not make this important trip until January 1, 1873. On board the *Wilkins* as passengers were Jacob Kamm, Capt. Joseph Kellogg, Capt. Charles Holman, Capt. Charles Kellogg, John Marshall, Col. Joe Teal, B. Goldsmith, Governor Grover, Major Wasserman, Henry Failing, John Whitaker, George A. Helm, Col. B. B. Taylor, H. W. Scott, Lloyd Brooks, J. H. Haden, James Laidlaw, George T. Meyers, S. B. Parrish. The officers of the Willamette River Transportation Company were: B. Goldsmith, president; Joseph Kellogg, Jacob Kamm, George Marshall, Elijah Corbett, Lloyd Brooks, directors; Frank Dodge, agent at Oregon City. Operations were commenced with the *Governor Grover*, which was launched at Portland, January 28, 1873, and made her trial trip March 16th with the following crew: Charles Holman, captain; George Marshall, chief engineer; and A. Vickers and Charles Kellogg, pilots. Two days later she went up the Willamette to Harrisburg, having been the first large steamer to reach a point so far inland. Captain Holman was succeeded in command in 1874 by Capt. James Wilson, who remained with her for several years. Charles H. Jennings[2] and

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[2] Charles H. Jennings was born in Oregon City in 1851, and began steamboating on the Columbia River in 1872. His first service was on the *Dixie Thompson*, and he went from her to the *Josie McNear*, where he was first assistant at the time of her collision with the *Willamette Chief*. He was afterward on the steamers *Welcome*, *Yakima*, *Almota*, *Bonanza*, *Wenat*, *Rescue*, *Vancouver*, *Champion*, *Altona*, *Edith*, *Occident* and *Governor Grover* on the Columbia and Willamette rivers, and on the Fraser and in British Columbia waters on the *Elizabeth Irving*, of which he was chief engineer when she burned near Fort Hope, *R. P. Rithet*, *Reliance*, *Peerless* (on the Thompson River), *Western Slope*, *Myra* and *Ruby*. Jennings is credited with having successfully brought the *R. P. Rithet* from Fort Yale to Victoria with one engine during high water and rough weather. On the Sound he served as engineer on the *Gazelle*, *W. F. Munroe* and *Skagit*, and since returning to the Columbia has had charge of the engine-room on the *Bailey Gatzert*, *Undine*, *Lurline*, *Annie Stewart*, *Salem* and *Ocklahama*, and has worked for a short time on the transfer boat *Tacoma*. At present he is engineer at the Portland Cable Railway power-house.

W. H. Marshall[3] were among the best known of her early engineers. From the Willamette River Transportation Company the *Governor Grover* passed into the hands of the Willamette Transportation & Locks Company, and subsequently to the Oregon Steam Navigation Company, in whose service she ended her days, having performed good service on every route out of Portland. The *Governor Grover* was one hundred and forty feet long, twenty-eight feet six inches beam, five feet six inches hold. The company next purchased the steamer *Vancouver*, but afterward sold her to Gray & Tonner, who ran her in the trade for which she was designed. Their third steamer was the famous *Shoshone*, purchased from the Oregon Steam Navigation Company ten days after her trip over the Cascades. Their fourth steamer, although the second constructed by them, was launched at Portland, August 21st. She was christened the *Beaver*, and was one hundred and twenty-five feet long, twenty-five feet beam, five feet hold, with engines fourteen by forty-eight inches. She was well put together, but rather slow. In command of Capt. Fred Wilson she was started on the Astoria route and ran there until June, 1876, when she was sold to Uriah Nelson for the Stickeen River. She reached Victoria, June 7th, in charge of Capt. George D. Messegee and Capt. J. D. Tackaberry, the latter remaining in command until 1878, when Capt. Nat H. Lane, Jr.,[4] took charge. She was wrecked on a rock in the Stickeen River at 7:00 A. M., May 17th, and with the exception of the machinery, which was saved, became a total loss. While running on the Columbia she was in a serious collision with the *Emma Hayward*. The steamers mentioned comprised the fleet operated by the Willamette River Transportation Company during the first year of their existence, although they purchased the steamer *Carrie*, which Capt. James W. Troup had been running on the Vancouver route, in November, selling her a few days later to Captain White.

CHARLES H. JENNINGS

The Oregon Steam Navigation Company, which had sent several of their steamers to the lower Columbia, reinforced their middle river fleet this year with the finest steamer which had yet appeared in that region. She was launched at The Dalles, April 23, 1873, and was christened *Daisy Ainsworth* in honor of Captain Ainsworth's youngest daughter. Her dimensions were: length, two hundred and four feet; beam, twenty-eight feet; depth, seven feet eight inches; with engines twenty by eighty-four inches, and a wheel twenty-one feet in diameter. She was built by J. J. Holland, and was fast and commodious. With the exception of her last trip, which brought her to an untimely end less than four years after she was completed, she was in charge of Capt. John McNulty. During the winter months, as business decreased, the *Daisy Ainsworth* was laid up and her place taken by the *Idaho*. In November, 1876, a shipment of two hundred cattle, which the *Idaho* was too small to handle, came down from the upper river. The *Daisy Ainsworth* was accordingly ordered out, and, in command of the *Idaho's* mate, Martin Spelling, left The Dalles shortly after midnight, November 22d. It was very dark and stormy, and, as the steamer neared the Cascade landing, Spelling sighted what he thought to be the light on the wharf and steered for it. When he reached a point which he deemed near enough to sound the whistle, he opened the window and was horrified to see the wharf light on the starboard quarter. He put his wheel over instantly, but it was too late to save the steamer. She struck on a rock and parted amidships, but no lives were lost by the disaster,

CAPT. NAT H. LANE, JR.

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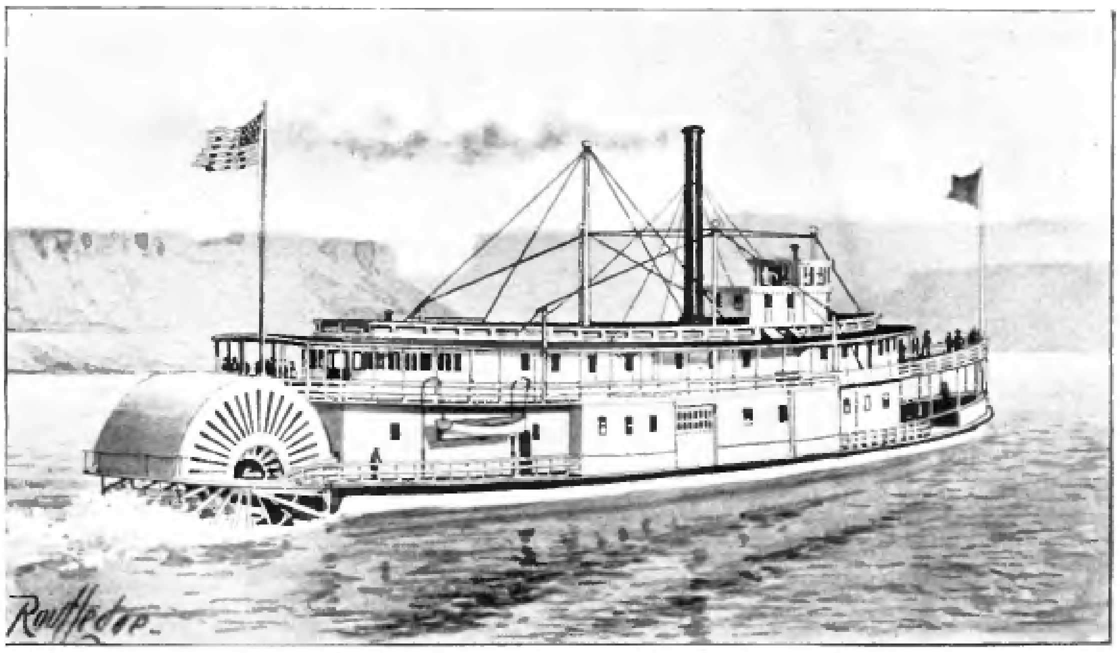
[3] W. H. Marshall was born in Oregon City in 1853, and commenced steamboating on the steamer *Senator* as fireman in 1874. He was next on the *Governor Grover* as second engineer, subsequently holding a similar position on the *Willamette Chief*. His first work as chief was on the *Governor Grover*, and later he served on the *Bonanza* and the *Champion*. During the past fifteen years he has handled the throttle on nearly all of the Oregon Railway & Navigation river boats, and was with Capt. Frank Turner for several years on Ordway's steamers, When the *No Wonder* was built he superintended fitting up and placing her machinery. His most recent service has been on the steamer *T. J. Potter*. Marshall has always been successful in his profession, and was for a long time President of the Marine Engineers' Association, No. 41.

[4] Capt. Nat H. Lane, Jr., was born in Oregon in 1864, and was schooled in the profession at a very early age by his father, one of the best known of Oregon's early steamboatmen. Captain Lane's first active service was on the steamer *Messenger*, built at Coos Bay in 1873 by the Coos Bay Steam Navigation Company, his father being one of the leading spirits of the organization. After returning from Coos Bay he ran for some time on the Willamette River, and then went to the Stickeen, where he took the steamer *Gertrude*, enjoying many interesting experiences on that stream, which at that time was comparatively unknown. He also commanded the *Cassiar* in British Columbia waters, and after returning to Oregon had charge of the *Occident* on the Willamette. Captain Lane retired from the river several years ago and resides in East Portland.

although a large portion of the cattle on board were drowned. All of the machinery and equipment were removed, and the hull remained on the rock until the following spring, when it floated off and went over the Cascades, March 15, 1877, being subsequently picked up at Multnomah Falls by the *Oneonta* and towed to Vancouver. The *Annie Stewart*, which had been brought from San Francisco a few years before by J. N. Gilman and Elijah Corbett, was sold to the Oregon Steam Navigation Company in June, refitted and put in the Astoria trade, to alternate with the *Dixie Thompson* in a daily service. The company were operating the *Oneonta* to the Cascades, and the *Fannie Troup* and *Rescue* on the Monticello route. Their first Astoria steamer, the *John H. Couch*, was broken up early in January. The Vancouver Steamboat Company, which built the *Vancouver*, dissolved May 30th, disposing of their steamer to the Willamette River Transportation Company, and a few days later the steamer *Maria Wilkins*, and *Carrie*, Capt. J. W. Troup, started on the route. The steamer *Henrietta* was sold by the sheriff at Oswego to W. J. Neilson[5] for $250. Soon after she left the river the Tualitin River Navigation & Transportation Company was formed, with the following directors: Joseph Kellogg, George L. Curry, A. F. Hedges, Orrin Kellogg[6] and B. Killen. The Oregon Steamship Company were running the steamers *E. N. Cook* and *Senator* between Portland and Oregon City, connecting there with the *Fanny Patton*, *Dayton*, *Shoo Fly* and *Alice* on the upper Willamette, affording their new antagonist quite a spirited opposition. The two last-mentioned steamers were almost destroyed by fire at Oregon City in May.

The steam tug *Fearless*, which Capt. Robert J. Lawson[7] had been operating at Coos Bay, was towing for a short time on the Columbia bar in the fall of 1873, in command of Capt. James Hill.[8] A small steam tug named the *Sedalia* was launched at Astoria in November by the Spedden Brothers. She was used principally in towing, but was totally destroyed by fire near Kalama, July 1, 1874, while *en route* to Portland in command of Capt. Charles Parker, less than six months after making her initial trip. She was valued at $10,000. Other steamers employed in towing on the river were the *Wasp*, *Ben Holladay*, *Merrimac*, *Varuna*, *Commodore Perry*, *Maria Wilkins*, *Mary Bell*, *Josie McNear* and *Minnehaha*, the last four confining their operations to light work, while the others confidently made fast to the largest ships which entered the river. The steamer *Shubrick*, now engaged in the lighthouse service in the Northwest, was in command of Capt. G. N. Jessen in 1873, with Captain Giddins, first officer, W. Nightingale, chief engineer, Walter D. Scott,[9] second engineer. Capt. Nat H. Lane, Sr., and W. H. Troup, two pioneer



STEAMER "DAISY AINSWORTH"

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[5] William J. Neilson, engineer, was born in Pennsylvania in 1824, and has been connected with the marine business since boyhood. His first work on the Columbia River was in 1873, when he purchased an interest in the steamer *Henrietta* and ran with her as engineer. He was afterward engaged on a number of towboats, and was engineer of the *Rustler* when she was destroyed by fire in 1889, perishing in the flames. His son, Capt. John E. Neilson, is quite well known among Columbia River steamboatmen.

[6] Capt. Orrin Kellogg was born in Wood County, Ohio, in 1845. He began steamboating on the Tualitin River as engineer on the steamer *Onward*, and was afterward captain. He abandoned the river for a brief period and engaged in merchandising at Hillsboro, but in the spring of 1874 returned to Portland and resumed his profession, which he has since followed, spending nearly all the time on the Cowlitz route, which has been built up and developed almost solely by the Kelloggs.

[7] Capt. Robert J. Lawson is a native of Denmark, and when a boy was in the merchant marine between European and Oriental ports. He came to the Pacific Coast in 1859 as a sailor on the brig *Roslyn*, subsequently joining the brig *Energy* running to Coos Bay, and was afterward on the barkentine *Monitor* to the Columbia River. He then entered the service of Capt. A. M. Simpson on the old tug *Fearless* on Coos Bay, remaining on her eight years, was afterward master of the *Merrimac*, and since then has commanded all of Simpson's tugs, holding a license on every bar from San Francisco to Puget Sound. He served for eleven years altogether on the Coos Bay bar, four years on the Umpqua, eight years on Shoalwater Bay and Gray's Harbor, and ran the tugs *Ranger* and *Printer* on Humboldt bar for about a year. Captain Lawson has been in Simpson's employ for thirty-two years, and at the present time is in charge of his marine interests in San Francisco.

[8] Capt. James Hill was born in England in 1841 and commenced his marine service in the English Navy at the age of fourteen. He came to the Pacific Coast in the sixties, and entered the employ of A. M. Simpson at Coos Bay about 1870, commanding different tugboats on the bar for nineteen years. He was master of the tug *Sol Thomas*, and miraculously escaped death when her boiler exploded with such fearful results. He also handled both the old and new tugs *Fearless*, making a good record for himself as a tugboatman, but lost his life in 1889 when the *Fearless* went to pieces on Umpqua bar, November 21st. As there were no survivors, the exact particulars of the disaster will never be known, but as Captain Hill was a navigator of unquestioned ability it is thought the tug must have sprung a leak, or sustained some other injury, which forced him to take the chances of getting in safely against an ebb tide, a perilous undertaking even with a stanch, new vessel. Captain Hill was noted for his fearlessness and skill in handling tugboats, but was never accused of being foolhardy. His untimely end was sincerely regretted by a wide circle of friends.

[9] Walter D. Scott, engineer, was born in New York in 1845, and came to the Pacific Coast as a passenger on the steamship *Pacific*. He learned his trade at W. H. Moore's foundry and afterward enlisted in the navy as machinist and engineer. He was first assistant on the steamer *Shubrick* from 1871 to 1880 and was also on the *Oriflamme*, but retired from the coasting service several years ago, and since has been a chief engineer in the ferry service at San Francisco.

steamboatmen from the Willamette and Columbia, went to Marshfield in 1873, and, after organizing the Coos Bay and Coquille Transportation Company, built the steamer *Messenger*, a fine sternwheeler, ninety-one feet long, twenty feet beam, six feet hold, with engines twelve by thirty-six inches. The *Messenger* was a good carrier and could easily make twelve miles an hour. Captain Lane was succeeded in command by Capt. A. D. Boone and Capt. J. Ernst, with Robert R. Kilgore,[10] engineer. The steamer enjoyed a good trade out of Empire City, but a few years after her completion was destroyed by fire. The *Satellite*, constructed in 1872, was making daily trips from Empire City to Isthmus Slough, and twice a week going up Coos River a distance of eighteen miles, John C. Ellsworth[11] acting as engineer. The steamship *Eastport*, Capt. George Paton, furnished good passenger service between Empire City and San Francisco. But one steamer was launched on Puget Sound in 1873, the *Empire*, which for over twenty years has been a well known coaster, and even she was not destined for local business. She is at present engaged in the Nanaimo coal trade. The *Empire* was launched at Meiggs' yard at Port Madison in October, and was one hundred and ten feet long, thirty-two feet beam, twenty feet hold, net tonnage 732. The steamer *Zephyr* was secured this year by the Merchants' Transportation Company, formed at Olympia, Wash., March 22, 1873, with a capitalization of $100,000, divided into one thousand shares, held by the following trustees: James S. Lawson, R. G. O'Brien, S. W. Percival and B. B. Tuttle of Olympia, J. R. Robbins, T. A. Wright and T. S. Russell of Seattle, C. H. Rothchild of Port Townsend, and John Lathan of Steilacoom. The new organization raised a slight disturbance on the Olympia end of Starr's mail line, but the opposition never amounted to much.

Capt. James Hill

An interesting curio in the steamboat line appeared in British Columbia waters in 1873. The craft was built and run on the coöperative plan. One of her owners possessed a square-built scow and the other a threshing-machine engine. Consolidating their interests, they placed the engine on the scow, built a pair of sidewheels connected by chain gearing, named the outfit *Union*, and were ready for business. The engine was not provided with reversing gear, consequently the steamer only ran straight ahead, and in making a landing she drifted in slowly like a Canadian Pacific Royal Mail steamship, and, by the aid of a line and a pike pole, warped in to the landing. In getting away from the dock, the pike pole and a long sweep were used to head her in the right direction. This novel craft changed hands quite frequently, finally ending her days in the service of the Moodyville Mill Company, who operated her until she became so tender that it was customary to put a stout chain around the engine and attach a line and buoy, so that it might be located if it should happen to drop through the bottom while making a trip. Several well known British Columbia captains had charge of the

Capt. George Odin

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[10] Robert R. Kilgore, engineer, was born in New Orleans in 1845. After the close of the war he served a three years' apprenticeship in the shops at New Orleans and then ran on the river between Crescent City and Shrevesport. He subsequently went to Providence, R. I., where he worked in the shops and on tugboats until 1872, when he came to the Pacific Coast. He was first employed as assistant engineer on the old steamship *Pelican* running to Humboldt Bay. He left her and went to Coos Bay, where he secured a position as engineer on the tug *Fearless*, running with her for seven years, under Captains Butler, Hutchins and Hill, alternating occasionally from the *Fearless* to the tugs *Brenham* and *Maryland*. He left the *Fearless* about two weeks before she was lost. He placed the machinery in the steamer *Coos Bay*, and, after making the trial trip, went to the *Satellite* and *Messenger*, where he remained for three years. In 1882 he visited the Columbia River, overhauled the machinery on the *General Garfield* for the Ilwaco Steam Navigation Company and worked as engineer for fifteen months, leaving her to go on Simpson's tug *Hunter* on Shoalwater Bay and Gray's Harbor, serving three and one-half years with Capt. L. Freeman. On his return to San Francisco he joined the steamer *Point Arena* and subsequently the *Pasadena* and *Noyo* and various other steamers and tugs, the last being the steamer *Resolute*, with which he is still connected.

[11] John C. Ellsworth was born in New Jersey in 1861, began running out of New York City in 1869 as purser on a Savannah steamship and also served for a short time on the East River. He arrived on the Pacific Coast in 1871 and joined the steamer *Satellite* at Coos Bay, remaining with her four years as deckhand, pilot and engineer. He was fireman and engineer on the steamer *Messenger* until she burned, and afterward held these positions on the steamers *Myrtle* and *Bertha* for one and three years respectively, and also on the tugs *Fearless* and *Escort No. 1*. He went to San Francisco with the latter in 1882 and since then has been employed on a number of tugs on the bay. He fitted out the *Dolphin* and was master and engineer of the tug *Annie* for over four years. He has also served as chief engineer of the *Frolic*, *Kate* and *Transit*, having been connected with the last-mentioned tug during the past four and one-half years.

Union, among them George Marchant, George Odin,[12] and Asbury Insley. Many lives had been lost by steamboat explosions in British Columbia waters during the preceding decade, and the Government at last decided on a stringent precaution, passing a law in 1873, taking effect in 1874, which allowed steamers to carry not to exceed one hundred pounds of steam. The United States revenue cutter *Wyanda*, well known in the Northwest for many years, was condemned and sold in San Francisco in November for $17,000, her place being filled by the *Oliver Wolcott*, built at the Bay City at an expense of $80,000. The *Wolcott* is one hundred and thirty-seven feet long, twenty-three feet beam, and ten feet hold, with a single engine thirty-four by thirty-four inches. She has been in service in the Northwest almost continuously since her completion, and in 1886 enjoyed the distinction of making the largest opium seizure ever reported, securing over three thousand pounds from the *Idaho*. She was for many years in charge of Captain Hooper, and M. G. Marsilliot[13] was connected with her engineering department for a long time.

M. G. Marsilliot

The ocean traffic between Portland and Sound ports had dwindled so perceptibly that the Oregon Steamship Company withdrew their steamers *Gussie Telfair* and *California* and put them in the Alaska trade, where they were also operating the *George S. Wright*. The *Gussie Telfair* was hauled out at Laing's yard in Victoria, repaired at an expense of $10,000, and then sent to Portland to lay up, First Officer E. J. Moody[14] remaining in charge. The *Prince Alfred* was unmolested on the Victoria route, and Holladay had everything his own way with the *Ajax*, *Oriflamme* and *John L. Stephens*, running between San Francisco and Portland. In 1873 the schooner-rigged barge *Julia*, sailing out of Portland, performed a feat which had hitherto been considered impossible. She left Portland in June with a cargo of lumber, and, with the aid of lines and sails, ascended the Cascades and reached The Dalles. The sailing fleet, which in the past few years had suffered seriously through the inroads made in its business by the steamships, appeared to regain some of its lost prestige in 1873, when C. D. Morrison & Co. established the Star Line of fast sailing vessels between San Francisco and Portland, operating the barks *Witterhoon* and *Superior*, schooners *H. L. Tiernan*, *Parallel*, *Marietta* and *Ocean Pearl*, and the brig *L. P. Foster*. In the same trade were the barks *Rival*, *Free Trade*, *Osmyn*, *Margaret Crockard* and *Almatia*, barkentines *Melancthon*, *Emma Augusta*, *Webfoot* and *Grace Roberts*, brigs *Orient*, *Perpetua* and *Kooloa*, schooners

Capt. E. J. Moody

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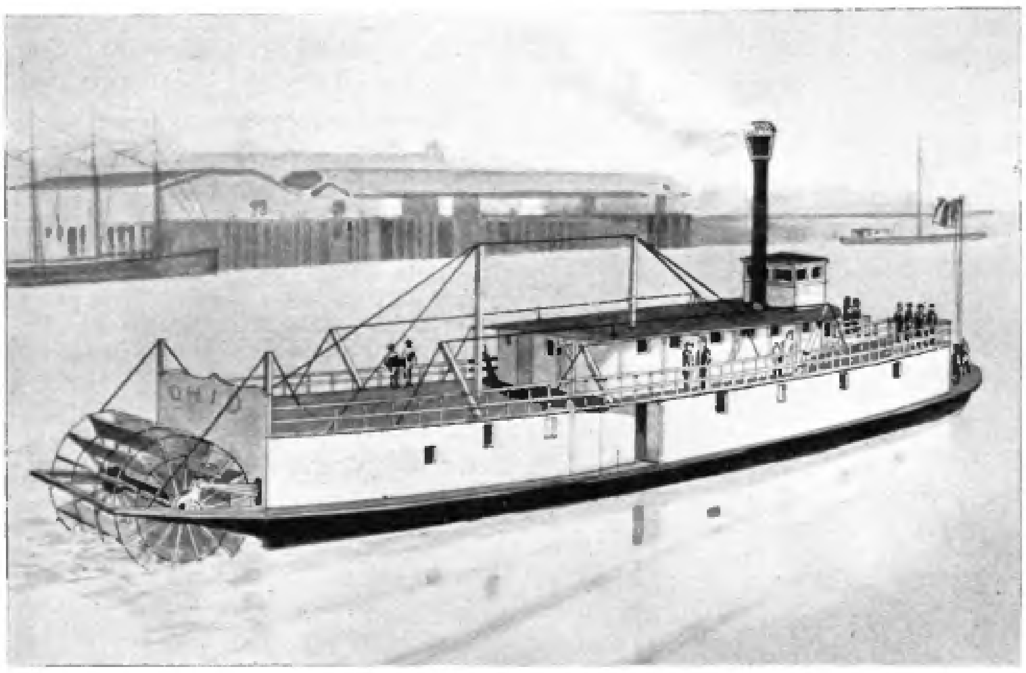
[12] Capt. George Odin, the pioneer among swift-water navigators of British Columbia, was born in New York City in 1837. He came West in 1858 and sailed the schooner *Sea Foam* on the Sound. He afterward moved to British Columbia and has since served on all the navigable waters in the province. In 1875 he took command of the steamer *Gem* on the Stickeen River, and ran her for two seasons. He also handled the steamers *Gertrude* and (little) *Alaskan* on that stream. During the construction of the Canadian Pacific Railway, he was in charge of the *Gertrude* and *Western Slope* on the Fraser River and was subsequently on the *Cassiar* and *Glenora* two seasons each, being part owner of the latter vessel. In 1887 he took the *Reliance*, then on the lower Fraser, and afterward had command of the *Gladys* and *Delaware*. In September, 1889, he was sent to the Skeena River to make explorations for the Hudson's Bay Company, and to report as to the possibilities of navigation on that stream. After his return he was employed by the same company to build the steamer *Caledonia* to be used on the Skeena River. The keel was laid December 10, 1890, and the steamer launched in February, 1891. Her dimensions were: length, one hundred feet; beam, twenty-four feet; depth of hold, five feet. Her cylinders were sixteen by seventy-two inches. The initial run, from the mouth of the river to Port Essington, a distance of one hundred and eighty miles, was made May 1st with a heavy cargo of freight. The river had been pronounced unnavigable, and such a trip was deemed an impossibility. Port Essington is fully one hundred and fifty miles beyond the point of previous navigation. Nine days were consumed in reaching her destination, and in some places she was compelled to fairly squeeze her way between the rocks. Mr. Hatherly, at present engineer on the Columbia & Kootenai Navigation Company's steamers on the upper Columbia, was in charge of the engines on this trip. Captain Odin made two successful voyages before high water and then turned the steamer over to his son Frank, who ran her during the rest of the season. Captain Odin has not been on the river for some time and is at present living at New Westminster.

[13] M. G. Marsilliot, engineer, was born in Euclid, Ohio, in 1833, and commenced his marine career on the Great Lakes. During the Civil War he was connected with the navy in the Mississippi squadron, and at the close of the Rebellion was transferred to the revenue service. He was with the *Richard Rush* for three years as first assistant engineer, and for the same length of time on the *Oliver Wolcott*, returning from her to the *Rush* for four years. He was then attached to the *Hartley* in San Francisco harbor, going from her to the *Thomas Corwin*, where he remained a year, and was again transferred to the *Rush*, where he was engaged until the time of his death, which occurred at Port Townsend early in 1895.

[14] Capt. E. J. Moody was born in Thomaston, Me., in 1844, and came to Portland about 1870. After leaving the *Gussie Telfair* he secured a position as mate on one of the upper Willamette steamers, and was soon promoted to a captaincy, serving on the *E. N. Cook*, *Welcome* and other steamers. When the Oregon Steam Navigation Company absorbed the Willamette lines, Moody was transferred to the lower river and served on the *Emma Hayward*, *Dixie Thompson*, and several other well known boats, leaving the company's employ to fill the position of branch pilot on the Columbia and Willamette rivers. When the Union Pacific obtained control of the pilotage on the river, he made a few trips in command of the *Wilmington*, but, after nearly losing her in a terrible gale, resigned and acted as pilot for her on the river between Astoria and Portland, following this work until June, 1893, when he died suddenly from an attack of heart disease.

Oregonian, *Gotama* and *Hera*. The latter vessel, previous to its arrival at Portland, enjoyed a worldwide fame through having as mate the Earl of Aberdeen, for whom scores of detectives were searching in every corner of the globe. He was drowned from the *Hera* soon after she left Australia for the Pacific Coast, and his identity was not known to his companions on the schooner until some time after his death.

The wheat-fields of Oregon and Washington were producing crops which could no longer be handled by the few vessels which in former years had comprised the grain fleet. Among the foreign-bound vessels sailing from the Columbia River in 1873 were the *Lieutenant Maury*, *Fletchers*, *Otago*, *Windermere*, *Edith*, *City of Paris*, *Spirit of the Dawn*, *Theresa Behn*, *Romeo*, *Lord of the Isles*, *Disco*, *Fifeshire*, *Santa Rosa*, *Eskdale*, *Electra*, *Mariana*, *Alloa*, *David Brown*, *Professor Ariey*, *Cupwater*, *Barracoota*, *Cariboo*, *Northumbria*, *Victoria Cross*, *Gemini*, *Tamaka*, *Hermina*, *Felix Mendelssohn*, *Illiome*, *Penang*, *Canadienne*, *Whittington*, *Sarah Scott*, *Middlesex*, *Roswell Sprague*, *Puritan* and *Confidence*. The bark *Clara Louise*, purchased by Portland parties, who renamed her the *Mattie Macleay*, was operated in the Sandwich Island trade in command of Captain Forbes, who was succeeded on the barkentine *Jane A. Falkenberg* by Capt. J. A. Brown, now a prominent business man of Portland. Brown celebrated his first trip by sailing the old craft from Honolulu to Astoria in fourteen days. The barkentine *Portland* was launched at Coos Bay, August 23d. Captain Gage took command and ran her in the coasting trade. The *Portland* was 468 tons net register, one hundred and sixty-one feet long, thirty-five feet beam, and thirteen feet hold. She is still operated as a coaster by one of her original owners, Capt. A. M. Simpson of San Francisco. The schooner fleet running to Coos Bay in 1873 included the *Ivanhoe*, *Kittie Stevens*, *Concordia*, *Alaska*, *Pacific*, *Pelma*, *Selina*, *Fannie A. Hyde*, *Lizzie Derby*, *Jennie Thelin*, *Glen Arm*, *Good Templar*, *Elvina*, *Arago*, *Meldon*, *Elida*, *Parallel*, *B. H. Ramsdale*, *Big River* and *Loleta*.. Craney's shipyard at Utsalady turned out the fine schooner *Modoc*, which is still sailing up and down the coast. The *Modoc* is one hundred and seventy-two feet long, thirty-six and one-half feet beam, with twelve-feet hold, registering 429 tons. She is at present owned by A. L. Piper of San Francisco. The schooner *Clara Light*, built at Steilacoom a few years before, was sold in San Francisco for $8,500 and put in the Coos Bay trade. Capt. H. H. Lloyd sold the schooner *Winnifred* and purchased a half interest in the schooner *General Harney*. The *Winnifred* took the place of the pilot-boat *Sabina*, operated by Victoria pilots. The schooner *Lottie* was chartered by Capt. Rufus Calhoun, Peter Thompson and John L. Butler, and used as a pilot-boat. The old bark *Glimpse*, which had remained a wreck for many months on Clover Point, Victoria, was afterward fitted up and ran for thirteen years in the San Francisco and Puget Sound trade. She was sold in July, 1873, for $12,000 and went to New Zealand, where she was registered under the British flag. The bark *Jennie Pitts*, Captain Blinn, completed a remarkable record, making nine consecutive round trips from October 25, 1872, to November 15, 1873, between Puget Sound and San Francisco, in twenty-two, thirty-one, twenty-nine, forty-four, twenty-eight, twenty-seven, thirty, thirty-seven and twenty-nine days respectively. The ship *Wildwood*, a Puget Sound built vessel, also made a notable run in 1873, in command of Captain Frost, sailing from San Francisco to Burrard's Inlet in five days, thence with lumber to Melbourne in forty-nine days, from there in three days to Newcastle, where she loaded coal, and then made the voyage back to San Francisco, with twenty-two feet draft, in fifty-seven days. While charters in some cases were considerably higher in earlier years, yet the record of the Puget Sound and Burrard's Inlet lumber fleet for 1873 seems large indeed compared with the low rates of the present day. This fleet and the prices secured were as follows: To Peruvian ports: *Rainier*, 499 tons, from Port Gamble, $27.00; *Ocean Express*, 1,495, railroad ties, $31.00; *Elizabeth Kimball*, 994, from Port Gamble, $28.00 gold. To Callao: *Sophia D.*, 749 tons, from Burrard's Inlet, $31.00; *Portlaw*, 1,188, from Puget Sound, owner's account; *Reine du Monde*, 941, Burrard's Inlet to Callao, $24.00; *St. Antoine*, 397, from Tacoma, $25.00; *Dashing Wave*, 1,054, from Tacoma, $20.00; *Chocola*, 275, from Columbia River, $26.00 gold. To Iquique: *Andre*, 286 tons, from Burrard's Inlet, $25.00 gold; *Antioch*, 646, from Port Madison, $26.00; *Especulador*, 277, from Puget Sound, $28.00; *Marie Charlotte*, 369, from Burrard's Inlet, $25.00; *El Dorado*, 1,148, from Puget Sound, $25.00. To Shanghai: *El Dorado*, 1,148 tons, from Burrard's Inlet, $30.00 Mexican; *Deacon*, 423, from Puget Sound, $28.00 Mexican; *Chieftain*, 625, from Burrard's Inlet, $30.00 Mexican; *Windward*, 782, from Columbia River, $30.00 Mexican; *Springfield*, 1,047, from Port Gamble, $31.25 Mexican;


STEAMER "OHIO"

Wildwood, 1,099, from Burrard's Inlet, $31.00 Mexican; *Marmion*, 823, from Freeport, $28.00 Mexican; *Ida F. Taylor*, 621, from Burrard's Inlet, $26.00. To Melbourne: *Ava*, 454 tons, from Burrard's Inlet, $33.00 gold; *Holmsdale*, 1,257, from Burrard's Inlet, £6; *Washington Libby*, 1,048, from Utsalady, $25.00; *Sampson*, 752, from Puget Sound, £5; *Moneynick*, 281, from Puget Sound, £5; *Legal Tender*, 210, from Burrard's Inlet, £6; *Edward James*, 529, from Burrard's Inlet, owner's account; *Nation's Hope*, 766, from Burrard's Inlet, £5 7s. 6d; *Serena Thayer*, 206, from Puget Sound, £5 10s; *Amie*, 628, from Burrard's Inlet, £5; *Columbia*, 991, from Burrard's Inlet, £5 10s. To other Australian ports: *C. L. Taylor*, 369 tons, Burrard's Inlet to New Zealand, £6; *Amelia*, 397, Burrard's Inlet to Sydney, £5; *Montana*, 651, Burrard's Inlet to Adelaide, £5 10s. To Hongkong: *Tokatea*, 938 tons, from Utsalady, $30.00; *Alden Besse*, 842, from Puget Sound, $18,000 Mexican (gross); *Iconium*, 660, from Puget Sound, $30.00 Mexican; *Jane Sands*, 631, from Burrard's Inlet, owner's account. To Molendo and Arica: *Crusader*, 635 tons, railroad ties, from Puget Sound, $20.50; *Harrison*, 327, railroad ties, from Puget Sound, $20.00; *Dashing Wave*, 1,054, railroad ties, from Puget Sound, $21.00 gold; *Oregon*, 888, Seabeck to Arica, $25.00 gold; *Whittier*, 1,295, Burrard's Inlet to Arica, $25 50 gold. To other ports: *Niagara*, 1,360 tons, spars, Port Blakely to Cork; *Nuevo Boninquen*, 450, Port Ludlow to Buenos Ayres, $32.00; *Brewster*, 350, Utsalady to Amoy, $27.00 Mexican; *Lunalilo*, 449, Port Gamble to Shanghai, $29.50 Mexican; *Alhambra*, 1,097, Utsalady to Shanghai, $28.00 Mexican. Twenty-four of these cargoes were supplied by Hastings' Mill at Port Moody, and included 13,356,478 feet of lumber and 802,220 lath.

The mysterious disappearance of the steamship *George S. Wright* was the only marine disaster of much importance in 1873, although the steamer *Enterprise* from Gardiner for Portland was wrecked near Umpqua bar, February 20th, and the schooner *Bobolink* at the same place in October. The schooner *Meldon*, lumber-laden from Gardiner for San Francisco, was also wrecked on the bar March 16th. The bark *Almatia* was dismasted in a gale in November, taken to Victoria and refitted at an expense of several thousand dollars. She then loaded lumber at Burrard's Inlet for Australia. On her way out she ran ashore on the island at the entrance to Plumper's Pass, and was so badly damaged that she was sold at auction for $1,300.

The death roll for 1873 included: Captain Ella, the well known Hudson's Bay captain, who was drowned at Burrard's Inlet, February 17th; Capt. John F. Witt of the schooner *Winged Racer*, drowned at Seattle, November 5th, while attempting to board his vessel at night; and Capt. George Thomas of the schooner *Alaska*, drowned while *en route* from San Francisco to Rogue River. Capt. Alexander Dodge, who came to the Columbia in 1850, and in early days was master of the schooner *Matthew Vassar*, died in Portland, November 26th; and Capt. S. B. Kinney, well known among the pioneer sailing masters on Puget Sound, passed away in San Francisco.

CAPT. U. B. SCOTT

An innovation in Willamette River steamboating was witnessed in 1874, when the steamer *Ohio* made her appearance at Portland. She was built by Capt. U. B. Scott,[15] a practical steamboatman, who had recently arrived from the Ohio River. Captain Scott was not overburdened with wealth, and endeavored to secure employment on some of the steamers of the People's

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[15] Capt. U. B Scott was born in Ohio in 1827, and commenced steamboating in 1859 on the Ohio River. He built the sidewheel steamer *Lily*, following her with the *Victor No. 1*, a sternwheeler one hundred and ten feet long, *Victor No. 2*, one hundred and thirty-five feet long, and *Victor No. 3*, one hundred and thirty-five feet long. He then bought the steamer *Undine* from the Government, remodeled her, and named her the *Victor No. 4*. She was two hundred feet long by thirty-two feet beam. He subsequently owned the steamers *R. H. Barnham* and *Charles Bowen*, and constructed the *Ben Gaylord*, which he ran from Portsmouth to Parkersville. After the *Victor No. 4* he launched the steamer *Lightwood*, a one hundred and forty foot boat, which drew but eight inches of water. She ran on the lower Mississippi and Red rivers. Returning to Cincinnati, he built the steamer *Chesapeake*, a very fast sidewheeler, which he ran for two years and then sold, afterward completing the steamer *Fashion*, with which he carried the mail until the fall of 1873, when he disposed of her and went to Oregon. His first venture in the Northwest was the steamer *Ohio*, a craft which created much unfavorable comment before the ability of her designer was demonstrated. Associated with Captain Scott in the *Ohio* were Samuel Brown and L. B. Seeley. The odd-looking craft was a success from the start, clearing ten thousand dollars during the first three months after going into service and furnishing her owners with the means to build the *City of Salem*. Captain Scott followed this steamer with the *Fleetwood*, which probably cost the Oregon Railway & Navigation Company more in the way of loss of business than any other three boats which were ever pitted against them. She was intended for the Cascade route, to connect with the steamer *Gold Dust* for The Dalles, but the *Gold Dust* was sold, and he ran the *Fleetwood* to Astoria. During the past fifteen years this steamer and her successors have enjoyed a more lucrative traffic than any of the other steamers on the lower Columbia. In 1883 Captain Scott built the *Telephone*, a boat which made a record for speed on the Astoria route that has never been equaled, covering the distance between Portland and Astoria in four hours thirty-four and one-half minutes. The original *Telephone* was destroyed by fire in 1887, and from her ruins arose the steamer which now bears that name. A few years ago Captain Scott constructed the *Flyer*, which, in the year 1894, traveled a greater number of miles than any other river or Sound steamer in the world. She was running between Seattle and Tacoma, making four round trips a day. While Captain Scott has met with many reverses in the business, he has always had the reputation of being a hard fighter and enjoys the confidence of the traveling public. The steamers in which he is interested have been operated during the past few years under the management of the Columbia River & Puget Sound Transportation Company, Captain Scott being president of that corporation which owns the *Bailey Gatzert* and *Telephone* on the Columbia, and the *Flyer* and *Fleetwood* on Puget Sound.

Transportation Company and of the Oregon Steam Navigation Company. The managers of these companies were inclined to be skeptical in regard to his abilities, and would not employ him. Undismayed by this lack of appreciation, Scott interested two or three Portlanders, secured some machinery from an old dredge, and proceeded to build the *Ohio*, the first "light-draft" steamer in the Northwest. The steamboatmen who had underestimated his talent watched the progress of the steamer and pityingly informed his financial backers that their experience would not be costly, as they would not lose much more than they proposed to put into the vessel, as she was going to be a cheap affair. The steamer made her initial trip December 12, 1874, going up the river light as far as Eugene City on a draft of eight inches. At Eugene she loaded seventy tons of wheat and returned to Portland, where on arrival the man who had surmounted innumerable difficulties in securing money enough to build his new steamer found that he could then command unlimited capital to construct any kind of steamboat he desired. The *Ohio* was a grand success and fairly coined money from the start, as no other boat on the river could approach within forty miles of the upper Willamette points which she could easily reach. Captain Scott worked economically, and many features of construction gave the *Ohio* an odd appearance. Her pitmans were made of gas pipe, and, when subjected to a severe strain, sometimes bent, making it impossible to move the wheel, and a number of collisions with docks resulted. She had a "wooden wheel," the segments of wood being intended to hold it firmly in lieu of iron circles. When hard pressed these segments frequently dropped out, followed by other portions of the wheel, stopping the steamer and causing the ubiquitous Scott to sing out to the mate, "That damn wheel has broken adrift again; lower a boat and catch it before it gets too far astern." Captain Scott has always been regarded as a master in the art of profanity, and it is stated that this proficiency was acquired while chafing under the delays caused by the gas-pipe pitmans and wooden wheel of the *Ohio*. The steamer was one hundred and forty feet long, twenty-five feet beam, and three feet six inches hold. When Captain Scott followed her with the *City of Salem*, Capt. Sebastian Miller took command, and in 1877 Ernest W. Spencer[16] was in charge. Captains Sherman V. Short,[17] John C. Gore,[18] George Gore,[19] and

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[16] Capt. Ernest W. Spencer was born in Ohio in 1852, and received his first lessons in steamboating on the Ohio River, where his father was a well known steamboat master. In search of a new field in which to follow his profession, Captain Spencer came to the Columbia about 1875, and ran on the steamer *City of Salem*. His thorough steamboat knowledge enabled him to rise rapidly from the ranks, and from the Willamette he went to the upper Columbia, running there and on Snake River as pilot with Capt. James W. Troup, afterward taking command of steamers in that section. He also served as master on the middle Columbia and Fraser rivers for a short time. On returning from the Fraser he built the steamer *Gold Dust* above the Cascades, intending to operate her in connection with the *Fleetwood* on the lower river. Before the line was in operation, however, Spencer received a good subsidy from the Oregon Railway & Navigation Company and laid the steamer up. He then purchased the steamer *Salem* and ran her for a short time on the upper Willamette, always finding profitable business, which secured liberal subsidies for his withdrawal from the route. Whenever the Oregon Railway & Navigation Company failed to respond, Spencer either captured all the traffic or made it so unprofitable that they were ready to come to his terms. He put the *Salem* on the Astoria run, towing ships in the busiest part of the grain season, and, before the Oregon Railway & Navigation Company announced its willingness to give him a share of the Willamette trade, they had lost over fifty thousand dollars in towing vessels at rates dictated by Spencer. Soon after this experience, Captain Spencer sold the *Salem* to Capt. George W. Taylor, and constructed the steamer *Cricket*, one of the finest little propellers ever launched on the river. Not finding a suitable route on the Willamette or Columbia, he sent her to Puget Sound, and after running her a short time she was disposed of. When the Oregon Railway & Navigation Company cut off the subsidy on the *Gold Dust*, he sold her to Borthwick & Frain, who brought her to the lower river. Her trip over the Cascades was the roughest ever made by any boat. The diminutive craft was tossed about so rudely that the stay-bolts pulled through the sheets of the firebox, scalding the engineer, Theodore Potts, so that he died shortly afterward. After leaving the river, Captain Spencer was appointed Chief of Police of the city of Portland and made an enviable record, carrying out the law so effectually that the criminal element used money unsparingly to remove him from office. Since then he has devoted his time to looking after his personal interests.

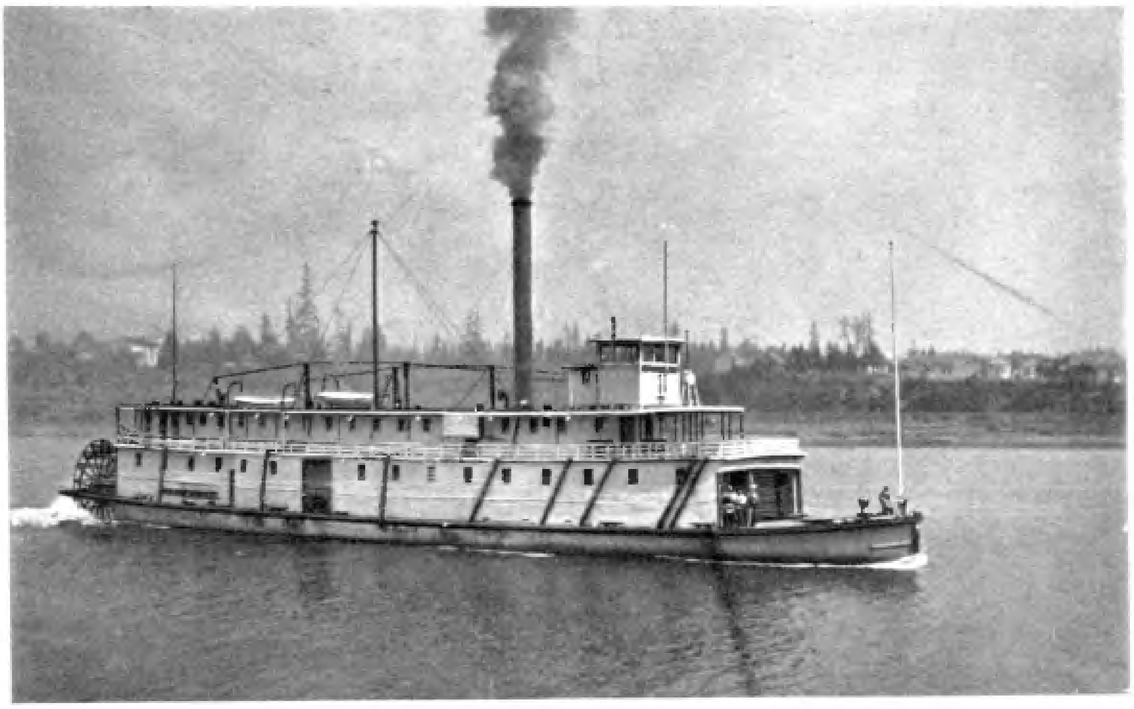
[17] Capt. Sherman V. Short was born in Butteville, Or., in 1856, and engaged in steamboating on the steamer *Ohio* with Captain Scott in 1874. He served as a deckhand on the *Fanny Patton*, *City of Salem*, *Willamette Chief* and *Occident* until 1877, and was mate of the *Salem* for about two years, subsequently filling a similar position on the *City of Quincy* and *Willamette Chief*. He next ran as pilot on the *Occident*, *S. T. Church* and *Bonanza*, leaving the latter to take command of the *A. A. McCully*, which he handled for about a year and then had charge of the *Orient*, on which he remained for three years in the Corvallis trade and afterward ran the *Occident* on the same route for a year. He left the employ of the Oregon Steam Navigation Company at this time, and piloted on the Oregon Pacific steamer *Three Sisters* for a few months, subsequently commanding the *N. S. Bentley* for the same company, with whom he served as master on the *William M. Hoag* and *Three Sisters* until September, 1891, when he entered the employ of the Dalles, Portland & Astoria Navigation Company, taking charge of the *Dalles City* between Portland and the Cascades. He left this service in 1894 and again went to work for the Oregon Railway & Navigation Company, running out of Portland on different steamers. Captain Short is a brother of Capt. W. P. Short and of the late Capt. Marshall Short, who was accidentally killed at Astoria a few years ago. He is a practical steamboatman in every respect and has always met with success in his calling.

[18] Capt. John C. Gore was born near Detroit, Mich., in 1853, leaving his home at the age of fifteen to work on vessels running out of Marquette, on Lake Superior, and while so engaged piloted the first boat from Houghton through the canal to the lake. He was mate of a tugboat at the age of sixteen, and while still a boy commanded the same vessel. He moved to Oregon in 1873 and began steamboating on the *Beaver* as deckhand, remaining for a short time and then going to the *Ohio*. He had no difficulty in working up in his profession and was soon in charge of the Government snagboat *Corvallis*, which he ran for a number of years, and subsequently fitted out the new Government steamer *Cascades of the Columbia* and was her first master, his brother Charles working with him as engineer. While in the service of the United States engineers he had charge of nearly all of their vessels and was always very successful. He left this employ to enter that of the Oregon Railway & Navigation Company, taking command of the steamer *Bonanza*. He was on the Willamette for several years, and for a time handled the mail boats on the lower Columbia. When Captain Troup assumed the management of the Columbia & Kootenai Steam Navigation Company, he induced Captain Gore to go into their service and gave him the captaincy of the finest boat, the *Columbia*, and he still remains on the upper river, where he has established a splendid reputation as a swift-water navigator. His success is in a large measure due to his fearlessness and good judgment in handling the steamers in his charge. Since the burning of the *Columbia* he has been in charge of the *Lytton*.

[19] Capt. George Gore was born in Detroit, Mich, in 1848, and undertook his marine career at the age of fourteen, working on the lakes as a cabin boy. He rose rapidly from the ranks, and at the age of seventeen was mate on a large propeller between Buffalo and Chicago. He continued running there until 1871, part of the time on sailing vessels, but principally employed as quartermaster, mate and master of steamers. In 1871 he left Houghton, Mich., for the Pacific Coast, and on his arrival at San Francisco ran for a short time on the Sacramento River, and also engaged in barging wheat on the Feather River. He afterward shipped as quartermaster on the old *Pacific*, and, after making a few voyages, was appointed second mate. One trip in this capacity

Engineer Charles E. Gore,[20] were among her crew in early days, and the old craft furnished schooling for a large number of Willamette River steamboatmen. She was followed in after years by many other finer light-draft steamers, none of which, however, succeeded in making so much money in proportion to cost as the *Ohio.*

Another Willamette steamer destined for a long and useful career was launched at Portland in 1874 by J. F. Steffen for the Willamette River Transportation Company, making her trial trip March 23d. She was called the *Willamette Chief*, and was intended to run through from the headwaters of the stream for which she was named to Astoria, where some of her stockholders were interested in the Astoria Farmers' Wharf Company. She left Corvallis on her first trip in March with two hundred tons of wheat and thirty passengers, receiving one hundred and thirty more at Albany and Salem, nearly all of them farmers, who went through to Astoria with the wheat. Col. Joe Teal of the wharf company accompanied them, and on the way made a speech, in which he said that in the future the entire wheat crop of the Willamette Valley would be transported from Corvallis to Astoria for four dollars per ton, and that all of the grain ships would load at that city. The *Chief* was very strongly constructed and could carry a good-sized cargo on a comparatively light draft of water. Capt. Charles Holman and Engineer John Marshall were in charge on the first trip, and in the following year E. W. Baughman took command. In December, 1875, he ran her to the foot of the Cascades, over a mile farther up than any steamer had yet been. Few who were familiar with her movements during the closing days of her career would believe that the old craft ever had been speedy, yet in the first year of her existence she participated in a spirited race with the *Oneonta*, easily distancing the sidewheeler. Captain Baughman remained in charge of the steamer until 1879, when she came into the possession of the Oregon Steam Navigation Company, by whom she was rebuilt, and Capt. Henry Emken given command. He was succeeded by Captains Pillsbury, Bailey,[21] Haskell,



STEAMER "WILLAMETTE CHIEF"

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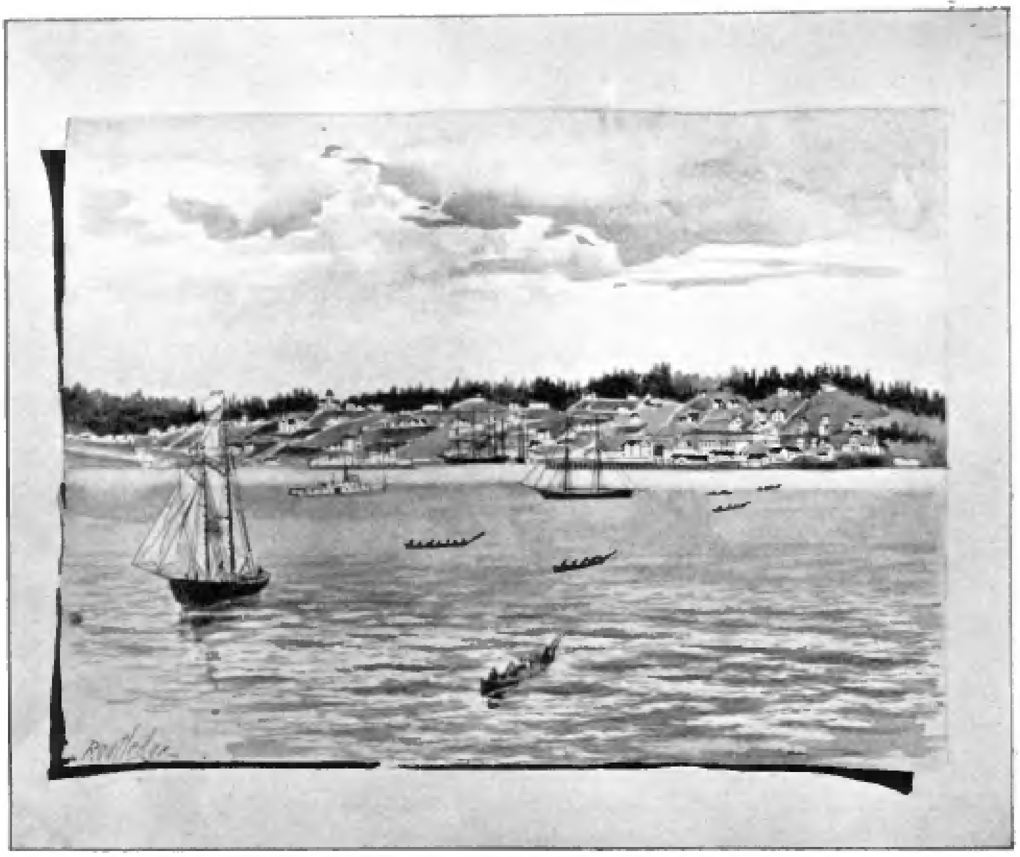
was enough for Gore, and he left the steamship in Portland to begin steamboating on the Willamette River. The old *Vancouver* was his first boat, but he soon left her to go as a deckhand on the *Governor Grover*, then run by Aaron Vickers. When the *Beaver* was built, Gore went out as mate, leaving her to enter the employment of the Oregon Steam Navigation Company on the upper Columbia. He came down to the middle river after a few months and joined the old *Teaser*, under Capt. Fred Wilson. He next entered the service of the Willamette Locks & Transportation Company on the *Shoshone*. He was subsequently mate and pilot on the famous *Ohio*, and later became captain of the Government snagboat *Corvallis*. He again joined the Oregon Steam Navigation Company's boats on the upper river after leaving the Government employ, and has been at various times on all the steamers of the upper river fleet and most of those on the middle river. When the big railroad bridge was erected at Ainsworth he was put in charge of the boats and barges employed in transporting the rock for that structure. He left the upper river in 1884 to take charge of the big transfer boat *Tacoma*, used in ferrying Northern Pacific trains across the stream at Kalama. His ten years' record on this steamer is an enviable one, and from the time he commenced as mate on the lake schooner *Jane Ralston*, nearly a third of a century ago, he has demonstrated that stubborn energy, backed by sound judgment and steady nerve, are better elements of success in steamboating than mere luck.

[20] Charles E. Gore was born in Michigan in 1851, and left in 1874 for Oregon by way of San Francisco. He began steamboating on the *Shoshone* in the fall of 1884, going from her to the *Ohio* and *City of Salem* as fireman. He was next engaged on the *Beaver*, with which he afterwards went to the Stickeen with Capt. Nat Lane, and remained with her two years, first as second engineer and subsequently as chief. On returning to Oregon he worked on the steamers *Occident*, *City of Salem*, *Traveler*, *Lincoln*, *Harvest Queen*, *John Gates*, *D. S. Baker*, *Northwest*, *Cascades of the Columbia*, and snagboat *Corvallis*, filling the position of chief engineer for over fifteen years. He is at present in charge of the engines of the Northern Pacific transfer boat *Tacoma*, having been connected with her almost continuously since his brother Capt. George Gore took command.

[21] Capt. Lester A. Bailey was born in Canaan, Conn., in 1850, and has been engaged in the marine business for over twenty years. His first work on the Columbia and Willamette rivers was with the little steamer *Maria Wilkins*. He afterward entered the service of the Oregon Steam Navigation Company and their successors, the Oregon Railway & Navigation Company. While in that employ, Captain Bailey rose from the rank of deckhand to that of port captain, in which position, owing to his thorough and practical knowledge of steamboating, his administration was highly successful. He was quick to recognize merit in his employees, and promotions, where deserved, were quickly made as soon as he took charge. When the Union Pacific absorbed the water lines of the Oregon Railway & Navigation Company, Captain Bailey retired from the service and was instrumental in organizing the Portland & Coast Steamship Company, and started out under very flattering circumstances. He took command of the steamer *Willapa* and handled her on the coast route as long as the company was in existence, meeting with fully as great a degree of success as he had enjoyed in his river steamboating. While in the employ of the Oregon Railway & Navigation Company, he commanded the big sidewheeler *Olympian*, the first through boat on the Portland and Ilwaco route. His success with this steamer, as well as his popularity with the traveling public, induced the Ilwaco Railway & Navigation Company to secure his services as pilot on the steamer *Ocean Wave* when she commenced running on the seaside route. He left this employ, and, with John Marshall, chartered the steamer *Hassalo*, which they operated on the Cascade route for a few months. Finding the route unprofitable, they gave up the steamer, and Captain Bailey has since had command of several different steamers owned by the Oregon Railway & Navigation Company, and, in every position he has filled, has acquitted himself in a highly creditable manner.

Larkins,[22] Kindred, Pope, Turner, and others. Before the completion of the railroad bridge at Portland she was transferring passengers from Ash Street Dock to the Oregon Railway & Navigation Company's terminus, and since then has been used mostly as a towboat. She was again rebuilt a few years ago, but was destroyed by fire at the boneyard in Portland in September, 1894. The dimensions of the *Chief* were: length, one hundred and sixty-three feet; beam, thirty-one feet; depth of hold, six feet; engines, twenty by sixty inches.

With the completion of the locks at Oregon City a number of corporations were organized to handle the wheat crop of the Willamette Valley. The Columbia & Willamette Barge Company was incorporated at Astoria in July by Col. Joe Teal, George W. Warren, D. K. Warren, J. H. D. Gray, John Hobson, S. D. Adair, H. S. Shuster and S. N. Arrigoni. The capitalization was $30,000, shares $100 each. They built two barges of 850 tons each. The first, the *Columbia Chief*, launched at Steffen's yard in November, carried on her initial trip 767 tons of wheat to Astoria. The Astoria Farmers' Wharf Company was incorporated by some of the same stockholders. Joe Teal was president, D. K. Warren, vice-president, and S. B. Adair, secretary and treasurer. With the addition of the *Willamette Chief*, the Willamette River Navigation Company was well equipped for business and became quite aggressive. They started the *Beaver* on the Astoria route, the *Governor Grover* to Corvallis, the *Willamette Chief* to Albany, and the *Shoshone* to the Yamhill River, unfortunately losing the latter steamer near Salem in November. The Oregon Steam Navigation Company did not view with favor the advent of the *Beaver* in territory which they looked upon as their own. As a result they built the steamer *Welcome* to assist Ben Holladay's *Senator* on the Oregon City line, and Holladay sent the *E. N. Cook* above the falls to reinforce the *Fanny Patton*, *Alice*, *Albany*, *Dayton* and *Success*. The new company afterward put the *Chief* on the Astoria route, and competition ran high for a while, steamboat racing being extensively indulged in, resulting in serious collisions between the *Beaver* and the *Emma Hayward*, and the *Chief* and the *Josie McNear*. While the opposition lasted, rates were cut to one dollar for passengers and the same rate per ton for freight from Portland to Astoria. The *Welcome*, a small steamer which the Oregon Steam Navigation Company added to their fleet in 1874, was launched at Portland, and made her trial trip July 4th. Capt. W. H. Smith was given command, and the following year Capt. George J. Ainsworth[23] ran her on the Kalama route. When set afloat the steamer contained the engines from the *Fannie Troup*, but in 1876 they were replaced with those from the



SEATTLE, WASH., IN 1874

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[22] Capt. William E. Larkins was born in Benton County, Or., in 1857, commenced steamboating between Oregon City and Corvallis on the *Alice* in 1874, and has been continuously engaged in the business since that time. He was in the employ of the Oregon Steam Navigation Company and its successors for nearly fifteen years, for a long time on the upper Columbia and Snake rivers, and afterward as mate and master of the *Willamette Chief* when she was used as a transfer boat between Portland and the east side of the Willamette. He left the service of the Union Pacific Company soon after the advent of Superintendent Pegram, and entered the employ of the Columbia River & Puget Sound Navigation Company as pilot and master, serving several years as pilot with Capt. Thomas Crang on the *Telephone*. While in his charge the steamer unfortunately sank at the mouth of the Willamette, but no better evidence of the ability of Captain Larkins could be found than the fact that after she was raised he was retained in his position. No man on the Columbia stands higher in the estimation of steamboatmen than Captain Larkins.

[23] Capt. George J. Ainsworth was born in Oregon City, Or., April 13, 1852, and has been informed that his first steamboat experience was as a passenger on the *Lot Whitcomb* when two weeks old. Early in 1874 he entered the employ of the Oregon Steam Navigation Company as clerk in the president's office, going from there to the steamer *Welcome* as purser, and afterward holding the same position on the *Oneonta*, *Emma Hayward*, *Dixie Thompson* and *Annie Stewart*. While engaged in this work he acquired a knowledge of navigation and of handling a steamboat, and in due time received a license as master and pilot and took command of the steamer *Otter*, subsequently commanding the *Welcome*, *Dixie Thompson*, *Emma Hayward*, *Oneonta* and others. In January, 1877, he was made a director of the Oregon Steam Navigation Company, and in 1878 was appointed assistant general superintendent, later assuming charge as general superintendent. Captain Ainsworth was vice-president of the Oregon Steam Navigation Company when its affairs were closed after the Villard *coup*, and when the Oregon Railway & Navigation Company succeeded it he was appointed superintendent of the river and Sound divisions, and operated the portage roads at the Cascades and The Dalles, resigning in 1892 to assist his father, who had become interested in a number of enterprises at Oakland, Cal. After six years there he went to Redondo Beach, and, under the direction of his father and R. R. Thompson, the owners, succeeded in transforming a barren waste of land into one of the finest commercial ports of Southern California. The Redondo Beach Company, Redondo Railway Company, and Redondo Hotel Company, were adjuncts in the development which brought into existence a magnificent hotel, narrow-guage railway, a wharf suitable for the largest ships afloat, and many other improvements. Capt. George Ainsworth remained in charge of this vast property until the death of his father and then returned to Oregon as administrator of his estate.

Owyhee. Ainsworth was succeeded as master by A. B. Pillsbury, Richard Hoyt, and Clark W. Sprague, better known as "Woody." In August, 1881, the *Welcome* was towed by the tug *Tacoma* to Puget Sound, where Sprague took command. The following year she engaged in a vigorous contest on the Bellingham Bay run with another old Columbia River steamer, the *Washington.* In the service of the Oregon Railway & Navigation Company she was operated on all of the routes out of Seattle until finer and faster boats relegated her to the rear. While laid up at Gig harbor in August, 1890, she was destroyed by fire, the steamer *Alida* burning at the same time. The *Welcome* was one hundred and twenty-seven feet long, twenty-seven feet beam, and five feet six inches hold. The steamer *Otter*, a diminutive stern-wheeler, was also added to the Oregon Steam Navigation Company's fleet in 1874. Capt. W. H. Smith ran her for one season, and she was then sold and went to the Sound, running there for several years. The *Otter* was built by Fred Congdon, with machinery from the *Mary Bell*, which he had previously dismantled and traded to G. W. Hume to be used as a wharf. Congdon made a trial trip with the *Otter*, March 28th, but the Oregon Railway & Navigation Company purchased her shortly afterward to prevent interference with their business. On the Sound she was first used by Captain Hyde, towing barges for the Renton Coal Company. She afterward ran as an opposition boat on the upper Sound route until 1877, when the owners of the *Zephyr* and *Messenger* combined with Starr and secured her retirement with a monthly subsidy of five hundred dollars. The following year Starr operated her between Tacoma and Olympia, Captains Parker, Clancey and Wilson having charge. She was subsequently commanded by Sprague, Beecher, Parker, and several others. Her closing days on the Sound were spent as a trading steamer, and she gave good service until February, 1890, when she collided with the *Hassalo* near Des Moines, and, although beached without loss of life, was too badly damaged to be repaired. At the time of her loss she was owned by Capt. T. Cook of Tacoma. The *Otter* was eighty-seven feet long, eighteen feet beam, and six feet hold. Congdon had intended her for a connecting boat with the *Teaser*, which Moody and French had built to run on the middle river. The *Teaser*, like her companion, was too small to be of much use, but succeeded in making the Oregon Steam Navigation Company purchase her at a good advance on her cost. She was constructed at The Dalles, and was sixty-nine feet long, thirteen feet beam, and eight feet hold, with engines eight by eighteen inches. Capt. H. T. Coe was in command during her brief career on the middle river, and in 1875 she was taken over the Cascades by Capt. J. W. Brazee, Engineer Carroll, and Fireman Stevenson. Having no use for her on the river, the Oregon Steam Navigation Company sold her to Capt. J. C. Brittain of Seattle, who ran her until 1879, when she sank. After being raised the following year, her machinery was removed, and she was rigged as a schooner. She is still sailing on the waters of the Northwest, engaged at the present time in the sealing business. The Columbia River Transportation Company, which had expected to establish a successful opposition line between Portland and The Dalles, was incorporated in September by D. M. French, William Grant, J. C. Cartwright, Emil Schultze and M. H. Gates. Another organization, known as the Cascades Canal & Locks Company, was incorporated October 22d by A. C. Kinney, B. H. Bowman and R. Mallory, with a capital stock of $25,000, at $100 per share. A small propeller called the *St. Patrick* was built at Waterford, Wash., in 1874, by James Williams. She was fifty feet long, twelve feet beam, and five feet hold, made her trial trip April 14th, was used for a short time as a towboat on the Columbia, and sold in 1876 to D. K. Howard of Seabeck, who took her to the Sound and operated her on the run between Port Gamble and Seabeck. Since that time she has been in service continually between points adjacent to Seattle. Another small steamer was constructed at Portland by James Fox, who purchased the wreck of the burned tug *Sedalia* and placed the machinery in the *Favorite.* Like her predecessors, she was used in towing ships on the river, J. N. Fisher serving as master.

CAPT. D. J. MCVICAR

CAPT. GEORGE J. AINSWORTH

CAPT. J. C. BRITTAIN

The tug *Astoria* was extensively repaired in 1874, and her place on the bar was filled by the *C. J. Brenham*, which arrived at Astoria, February 9th, in charge of Captain Hill. The *Brenham* was built at Humboldt by

W. C. Ralston to run up the Noyo River for lumber. She proved too large for this work and was sold to A. M. Simpson, who sent her to Coos Bay and afterward to the Columbia bar, where she remained over ten years. Eli Hilton was in charge until 1877, when Capt. George C. Flavel took command. M. D. Staples,[24] Eric Johnson and D. J. McVicar[25] also handled the steamer during her stay on the Columbia. The steamer *Onward* was brought down from the Tualitin and operated on the Cathlamet route, and the *Wenat*, which the Oregon Steam Navigation Company had disposed of to Captain Kellogg, was running up the Columbia to the Sandy. The steam tug *Katie Cook* was built on the Coquille River by the Coquille Tug & Mill Company. She was fifty-seven feet long, fifteen feet beam, and six feet hold, with engines fourteen by twelve inches. T. S. Floyd was her first master, retaining his position until 1878, when he was succeeded by Capt. J. Parker, who alternated in command with his predecessor until 1889, when Capt. Levi Snyder[26] took charge, and he was succeeded by James Caughell in 1890. The *Coos*, a small sidewheeler fifty-six feet long, fourteen feet beam, and four feet six inches hold, with engines ten by thirty inches, was launched at Empire City by Capt. W. H. Luse. Captains Luse, Lanfare, Floyd and Ernst commanded her at different times until late in 1884, when H. W. Dunham rebuilt her at Marshfield. Capt. A. M. Campbell, H. W. Robert and J. F. Dunham were in control until 1890, when A. F. Hurd took charge and has run the steamer since. The *Mollie*, a propeller fifty-four feet long, with an eight by fifteen inch engine, was built at Elk City in 1874 and ran between that place and Newport on Yaquina Bay. Hazard C. Smith was the owner, and Elliott Wilson, A. E. Keiser and S. T. Jordan were masters until about 1881, when she ended her career.

CAPT. LEVI SNYDER

With the discoveries of gold on the Stickeen and in the Cassiar country a boom in steamboating was again looked for, and two new steamers were constructed for this trade. The first of these, the *Glenora*, built by Alexander Watson, Sr.,[27] was launched at Victoria, March 9th, by Capt.

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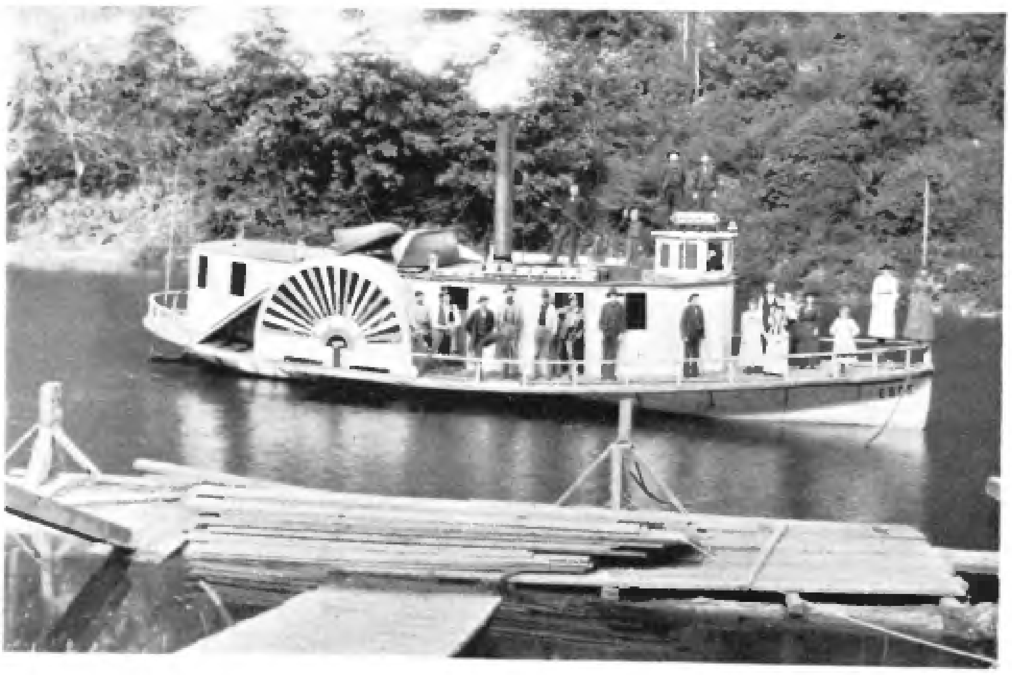
[24] Capt. M. D. Staples was born in Maine in 1846, and when thirteen years of age sailed out of Atlantic ports to the West Indies. He first reached San Francisco in 1866, and, after a few months on the bark *Gem of the Ocean*, went on the brig *Brewster*, and from her to the *Jane A. Falkenberg*, remaining with Captain Cathcart three years. He ran for a short time on the steamers *California*, *George S. Wright* and *Gussie Telfair*, returning East in 1871 as mate on the bark *Zouave*. After a short visit at his old home he sailed for Calcutta in the bark *Winged Racer*, and, on his return to Boston, went to New York and thence to San Francisco, where he arrived in 1875. He made a few trips as third mate on the steamer *Ajax*, and then joined the tugboat *Astoria* on the Columbia River bar, remaining there as captain and bar pilot for twenty years. At present he is one of the State pilots on the schooner *San José*.

[25] Capt. D. J. McVicar was born at Cape Breton in 1855, and at the age of thirteen began sailing coastwise, two years later running to West India ports and Cuba, where he continued four years, and, after a year on the western ocean, reached San Francisco on the ship *Carrie Reed* in 1875. He came to the Columbia River on the ship *Florida*, and, after his arrival at Astoria, worked on tugboats as mate and pilot for three or four years. His first command was the old tug *Mary Taylor*, which he joined in October, 1880, leaving her early the following year to take the *Astoria*. He subsequently followed bar piloting for a year, but returned to the tugboats, handling the *Sol Thomas* for a few months and afterward commanding the *Pioneer* four years. He finally took her to the Sound, and, after leaving her, went to the pilot schooner *C. G. White*, working as bar pilot until the new pilotage law drove her out of business. He then took charge of the tug *Astoria* again, remaining with her four years, and about two years ago left her to join the schooner *San José* as one of the Oregon State pilots. Captain McVicar has enjoyed some racy experiences on the bar, on one occasion being out six days with the *Pioneer*, by which time the tug and all hands had been given up for lost.

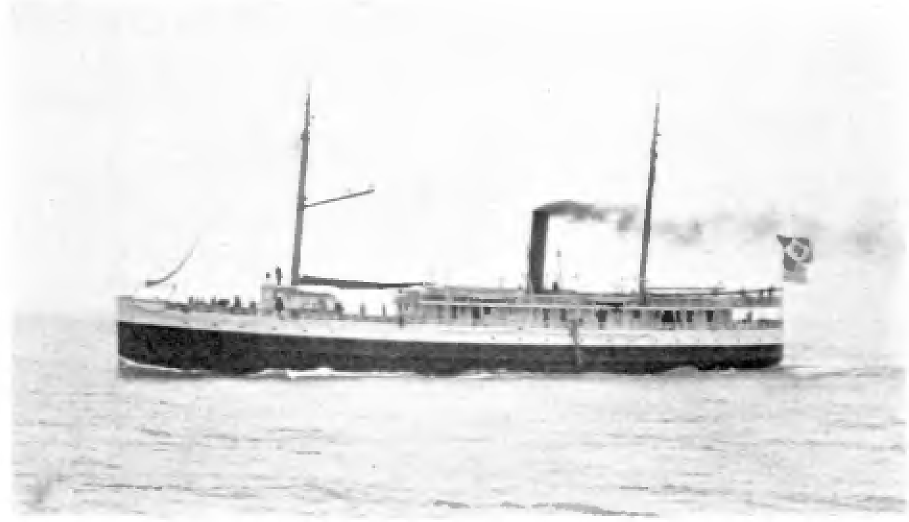


STEAMER "COOS"

[26] Capt. Levi Snyder was born in Pennsylvania in 1859, came to the Pacific Coast while quite young, and commenced steamboating on the Coquille River early in 1880. His first craft was the *Little Annie*, which has supplied schooling for a large number of Coos Bay steamboatmen. He was afterward engaged on a number of well known steamers on the bay, and for several years past has had command of the tug *Triumph*, which he has operated in a highly successful manner on the bar.

[27] Alexander Watson, Sr., who has spent nearly half a century building marine craft, is a native of Scotland, and arrived in Victoria in 1863, where he has since followed his calling. One of his first steamboats was the *Glenora*, ordered by Capt. John Irving for the Stickeen River trade. He also built the *Gertrude* for Capt. William Moore for the same traffic. He next designed the fine sternwheeler *Reliance*, and constructed the steamers *Peerless*, *Kamloops* and *Spallamacheen* at Kamloops and the steamers *Duchess*

John Irving;[28] the other, the *Gem*, was completed April 10th for Millard & Moore. The latter was a light-draft steamer a little over seventy feet long and thirteen feet beam, but she was no match for the *Glenora*. A year later Moore built the steamer *Gertrude*, and the *Glenora* continued running under Irving's management until 1876, when she was sold to the owner of the *Gertrude*, who took her to the Fraser River a year later and operated her in opposition to Irving's steamers, but she was soon laid off. She remained on the Fraser until 1879, when she ended her career by striking a rock near the mouth of Harrison River while coming down the stream, December 5th. The *Reliance*, which had just been released by the latter steamer from a bar on which she had grounded, was close behind, rescued the passengers and crew and saved the furniture and cabin fittings. The *Gem* also left the Stickeen for the Fraser, where she ended her days. The old British gunboat *Grappler*, which had been purchased at auction by Mr. Broderick for $6,000, entered the merchant service in 1874. She started out in charge of Captain Moore, with George W. Cavin,[29] first officer,



STEAMSHIP "LOS ANGELES,"
Formerly U. S. Revenue Cutter "Wyanda"

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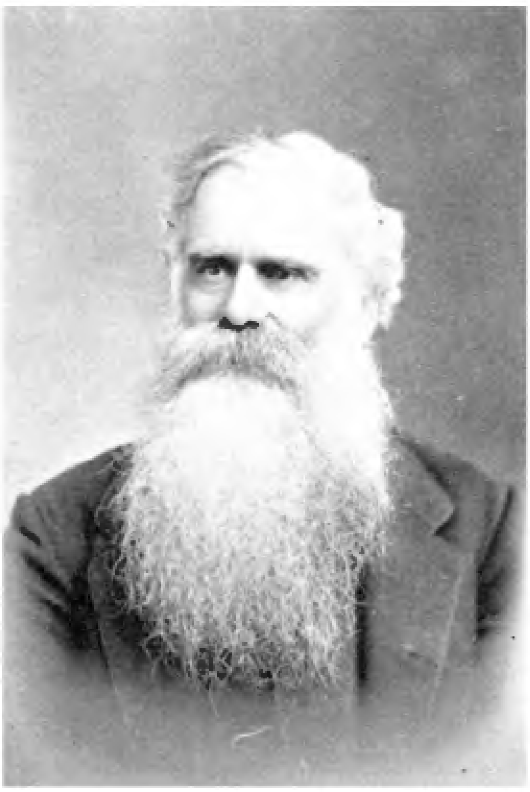
and *Marion* at Golden on the upper Columbia, subsequently completing the steamer *Lytton* at Revelstoke for the Columbia & Kootenai Steam Navigation Company. Well known samples of his handiwork were the *William Irving*, *Elizabeth Irving*, *R. P. Rithet*, *Delaware*, *Transfer*, and several steamers of lesser importance. He also designed a great many vessels for other builders.

[28] Commodore John Irving of Victoria, B. C., one of the best known marine men on the Pacific Coast, was born in Portland, Or., in 1854, and, though still a young man, has had a quarter of a century of experience in his calling. Beginning with his father, Capt. William Irving, on the *Onward* on the Fraser River when a boy of sixteen, he soon mastered the minor details of the business, and at the age of twenty took command of the steamer. His father's death in 1872 left the young man practically in charge of the transportation business founded long before. Commodore Irving was equal to the emergency, and through all the succeeding years, with opposition following opposition, with war to the knife and knife to the hilt, he has held his own and emerged smiling from each steamboat conflict, with his organization a little more perfect than when he entered the fight. When he took command of the *Onward* he effected a combination with Fleming and Parsons, who were running the steamer *Lilloet*, this agreement remaining in force until 1875, when Irving bought them out. His fleet then included the steamers *Hope*, *Glenora*, *Onward* and *Royal City*, the latter having been built in 1874, when the *Lilloet* was broken up. The *Glenora* was built for the Stickeen River trade, and continued running there until 1876, when Irving sold her, with the route, to Capt. William Moore, who appeared on the Stickeen with the *Gertrude* in 1875. He then concentrated his forces on the Fraser, where he was followed by Moore and a man named Oppenheimer, who brought the *Glenora* over to the Fraser and commenced a competition of which Irving soon disposed. The Hudson's Bay Company had in the meantime embarked in business on the New Westminster route, and in 1878 Irving bought the famous old *Wilson G. Hunt* and ran her between Victoria and the Queen City. His rivals secured the steamer *Olympia*, renaming her the *Princess Louise*, and for a short time competition between the two steamers ran high, though a combination was soon formed, which remained in force until the Canadian Pacific Navigation Company was organized in 1883. In 1880 the *Cassiar*, owned by W. J. Stevens, came to the Fraser, precipitating another contest, which lasted until that steamer was lost in 1881. William Moore meanwhile had built the *Western Slope* and was running her through to Yale, and, to meet this new rival, Irving ordered the splendid steamer *Elizabeth Irving*, which burned before she earned a dollar. Undismayed by the loss of the fortune swept away with the uninsured steamer, Commodore Irving rallied his forces and launched the *R. P. Rithet*. Captain Moore had failed in the interim, and in 1883 Irving bid in the *Western Slope* at auction, ending the opposition on the Fraser. In 1885 the People's Navigation Company, composed of Messrs. Turner and Finlayson of Victoria and a number of Nanaimo people, purchased the steamer *Amelia* and put her on the Nanaimo route in opposition to the Canadian Pacific Navigation Company, of which Irving has been manager since its incorporation. A bitter war raged for a brief period, but was ended by the purchase of the interests of Irving and his associates by the new company. When the completion of the Canadian Pacific Railway in 1886 ruined steamboating on the Fraser, the Canadian Pacific Navigation Company withdrew, and since that time has confined its operations to the Northern and Vancouver routes. In addition to his interests in the Canadian Pacific Navigation Company, Commodore Irving is a large stockholder in the Columbia & Kootenai Steam Navigation Company, operating steamers on the upper Columbia, Kootenai and Arrow lakes, and is also interested in many other British Columbia enterprises.

J. W. MOORE

[29] Capt. George W. Cavin was born in New Brunswick in 1848, and commenced his career sailing out of Maine ports in the West India trade in 1864, his father being a prominent merchant at Belfast. In 1868 he was master of the schooner *J. H. Sawyer* for a few months in the coasting trade, and in the spring of 1870 he began steamboating on the St. Croix River. He arrived at Victoria in 1873, and in the spring of 1874 joined the steamer *Grappler* with young Captain Moore, from which he went to the *Gertrude* as mate, running with her on the Stickeen River in 1875 and 1876, and then going to Queen Charlotte's Island, where he established a fishery. After his return he took command of the *Beaver*, running her as a towboat in the fall of 1878. The same year he brought the tug *Hope* from Port Townsend, and, after operating her for a short time, took the contract to repair the ship *St. Lawrence*, wrecked at Plumper's Pass. After completing this work he put the ship *Gettysburg* into the water from the beach, where she had been blown during the big gale of 1883. He was subsequently in command of the steam schooner *Dolphin*, doing a general wrecking and jobbing business. In 1883 he took charge of the *Teaser*, and the following spring refitted her with new engines and boiler and ran her until 1888, when he disposed of her to the Canadian Pacific Navigation Company, and in 1890 took the steamer *Constance*, handling her until 1893, then taking the *Velos*, on which he remained until August, 1894.

J. W. Moore,[30] purser. The old *Beaver*, at this time nearing her fortieth birthday, was refitted, made her first trip as a towboat August 8th, and on the thirty-first was sold by the Hudson's Bay Company to Messrs. Stafford, Saunders, Morton, Rudlin, Coltman and Williams.



CAPT. J. R. WILLIAMSON

Captain Starr, who had received some expensive lessons in steamboat combination in the early part of his career, had perfected his organization so that in 1874, with the aid of Finch & Wright, he controlled all of the available steam craft on Puget Sound, his fleet including the steamers *Olympia*, *North Pacific*, *Alida*, *Isabel*, *Eliza Anderson*, and *Wilson G. Hunt*. Starr had been carrying the mail from Olympia to Victoria under a contract for $26,000 yearly, but at its expiration, October 31st, P. D. Moore secured it for a period of three and one-half years from January 1, 1875, at $20,900 a year. The Starr combine bid $33,500, and James Robbins $22,500. As Moore had no steamer at his disposal when Starr's contract expired, the latter refused to carry the mail until the officials at Washington made an agreement by wire fixing the rate from October 31st until January 1, 1875, at $500 a trip. During the Cassiar excitement the steamer *Eliza Anderson*, Capt. Dan Morrison, made a few voyages from the Sound to the new gold region. Capt. John T. Wright sent his steamship *William Tabor* to Victoria in June, but, when Rosenfeld & Bermingham disposed of their interest in the Victoria business to Goodall, Nelson & Co., the *Tabor* was replaced with the steamship *Los Angeles*, formerly the revenue cutter *Wyanda*. The *Ventura*, originally the United States steamer *Resaca*, also made a trip to Victoria. The sidewheel steamer *Yakima*, length one hundred and seventeen feet, beam twenty-two feet, depth of hold six feet five inches, was launched at Port Gamble in 1874, and, despite the advent in later years of finer and more powerful tugs, is still holding her own, although at present used as a spare boat by the mill company. The *Yakima* was for a short time in command of Capt. David Hill, and for many years was handled by Captains J. R. and William Williamson.[31] Several small steamers were constructed on Puget Sound in 1874, the best known being the *Addie*, a towboat built at the foot of Cherry Street, Seattle. In 1875 she was taken to Lake Washington to tow barges for the Newcastle Coal Company, remaining there until the railroad was completed, when she was taken back and operated in the jobbing trade by Capt. Mark Norton.[32] Capt. J. C. Brittain purchased her from the coal company, and C. D. Brownfield was appointed master. She was subsequently sold to the Port Madison Mill Company, in whose service she ended her days. She was named in honor of Mrs. R. L. Thorn, *née* Addie Smithers, a daughter of E. N. Smithers of Port Ludlow. The steamers *Lena C. Gray* and *Fanny* were also launched at Seattle in 1874. The rapid increase in the marine business on Puget Sound was indicated by the number of men engaged at this time. The following persons were granted licenses in the Seattle Inspection District: Masters—William Bailey, John B. Cook, W. F. Cornelius, James Doyle, George F. Fry, Theodore Freidman, William Gove, J. A. Gardiner, William Haffner, John S. Hill, H. H. Hyde, Samuel Jackson, S. D. Libby, George D.

CAPT. WILLIAM WILLIAMSON

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[30] J. W. Moore, a son of Capt. William Moore, one of the best known marine men in the Northwest, was born in New Orleans in 1847. He has been connected with all of the steamers operated by his father and has followed the business in the same vicinity for thirty years, running as purser on the *Alexander*, *Gertrude*, *Grappler*, and of late years on nearly all the steamers of the Canadian Pacific Navigation Company. At the present time he is on the *Charmer* and the *Islander*, on the Victoria-Vancouver route.

[31] Capt. William Williamson, while still a young man, is a pioneer in his calling, and has probably had more tugboat experience than any man of his age in the Northwest. He was taught steamboating when a boy by his father, one of the old school on Puget Sound, and grew up with the business. Before entering the tugboat service he had several years' experience on the *Celilo*, *J. B. Libby*, and other pioneer craft. At different times he commanded all of the Port Gamble tugboats, and was the last master of the venerable *Goliah*, having charge of that ancient steamer for six years. Soon after the *Goliah* was given her final lay-off, Captain Williamson entered the employ of the Northwestern Steamship Company as pilot on the steamer *Rosalie*, on which he occasionally ran as master, and of the steamers *Idaho* and *George E. Starr*, operated by the same company. Captain Williamson's career has been fully as successful as was that of his father, and he enjoys the reputation of being one of the most skillful navigators on the inland sea.

[32] Capt. Mark Norton came to Seattle from Los Angeles about 1871, and was taken in hand by Capt. Tom Brennan, the pioneer steamboatman, and under his tutorship became a proficient navigator. He was made captain of the *J. B. Libby* on the Whatcom route while yet a boy, and was afterward connected with Captain Brittain's steamers and later employed by Capt. Charles Low. He retired from steamboating about ten years ago and began a sporting life. In spite of this fact he is still popular with a great many, who knew him during his marine career, and who remember him as "the most popular steamboatman on Puget Sound."

Messegee, James Nugent, Frank Parker, J. G. Parker, Francis M. Sargent, John A. Suffern, E. A. Starr, Charles G. True, Thomas F. Kinney,[33] W. E. Wilson, Thomas J. Wilson, Thomas A. Wright. Pilots—George Browner, Jasper Baker, Thomas Drennan, John Cosgrove, Charles E. Clancey, David H. Hill, John B. Libby, John A. McCoy, W. F. Munroe, Daniel Morrison, Hiram J. Olney, Henry Smith, William Williamson, Chris Williams, Alfred Waite. Engineers—Robert Airey, John Brune, Jacob Branwell, Peter Boyle, Thomas Cullen, Charles Clarke, Henry Denny, Henry Duane, William Daly, A. B. Francis, Michael Foley, Telles Jensen, James Griffiths, T. D. Hinkley, John E. Halstead, Patrick Hickey, James Hart, Ira G. Harmon, Ben T. Jones, John Kennedy, George Kelly, Dennis Lawlor, Thomas Lewis, A. H. Manning, W. F. Munroe,[34] Charles Mong, Jeremiah McGill, John McMann, Fred Peterson, William Perkins, S. Rockfeller, William Spieseke, John Smith, Adam Schooder, Francis Tuttle, P. Van Tassell, J. R. Williamson, Madison Welch, James Wallace, J. T. Williamson, William Bell, James Burns, William Campbell, O. O. Denny, William Jackson, William Kenworthy, Charles Lawson, Henry Lewis, M. S. Norton, H. H. Pyne, W. H. Phillips, Thomas Robinson, George G. Swan,[35] Charles W. Smith, W. F. Tudor, Charles Vickers, John Watkins, Michael Wallux, Alfred Waite. Mates—William Atkinson, James Bassett, John Campbell, A. F. Chandler, Louis Downes, Joseph Ellis, William Garrick, S. E. Harris, Daniel J. Huntley, William Hayter, George W. Noyes, Cyrus Orr, Julius Olney, John Thompson, James W. Tarte,[36] Alfred Wellfare.

CAPT. W. F. MUNROE

The largest sailing vessel yet constructed on the Pacific Coast was launched at Coos Bay in 1874 and was a production in every way worthy of the State which claimed her. She was christened *Western Shore*, was one hundred and eighty-six feet long, twenty-two feet hold, and registered 1,188 tons. She cost $80,000, A. M. Simpson owning one-half, T. B. Knowles and Capt. J. W. McAllep one-eighth each, and San Francisco parties the other fourth. No sailing vessel ever set afloat on the Coast made such a remarkable record for speed. In 1875 she left San Francisco a few minutes behind the steamer *Oriflamme* and arrived in Astoria two and one-half hours ahead, making the trip in a trifle over two days. A year later she established another record by sailing from Portland to Liverpool in one hundred and one days, and the next year made the trip to the same port from San Francisco in one hundred and three days, returning in one hundred and ten.

CAPT. THOMAS J. WILSON

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[33] Capt. Thomas F. Kinney was born in Yarmouth, Nova Scotia, in 1829, went to sea at the age of ten, and at eighteen was mate of a West India brig. He arrived in San Francisco from Liverpool in 1851, and, after a short stay at the mines, became master of the steamer *Mariposa* between San Francisco and Stockton. He then went whaling for a short time, and in 1854 and 1855 was mate on the barks *Burnham* and *Chalcedony* in the lumber trade between San Francisco and Puget Sound. He subsequently returned to the deep-water trade, but went to San Francisco in 1868 and worked there and at the Mare Island Navy Yard until 1874, when he returned to Puget Sound and ran as master of the schooner *Shoo Fly*, cruising in that region for about eight years. He sold the schooner in 1882 and retired, and now lives at Coupeville, Wash.

[34] Capt. W. F. Munroe commenced steamboating in 1871 when quite a boy and gradually worked his way to the front rank. He was a stepson of Captain Brittain and was interested at various times in several of the steamers plying on the Sound, the steamer *W. F. Munroe* being named for him. At the time of his death in 1881 he was the owner of the famous *J. B. Libby*. In 1881 his health began to fail, having been broken by exposure, and he went to California in May with his family in search of relief, which he failed to find. He started for Seattle in June on the steamship *Umatilla*, but died before reaching home.

[35] George G. Swan, engineer, was born in Nova Scotia in 1852, went to the Sound in 1874, and with L. Henderson bought the steam scow *Capital*, which they ran for about four years as a freight boat. Since that time Mr. Swan has been engineer on a number of Sound boats. Before starting West he ran as second engineer on the Chippewa and Eau Claire Rivers. He is at present residing at Seattle.

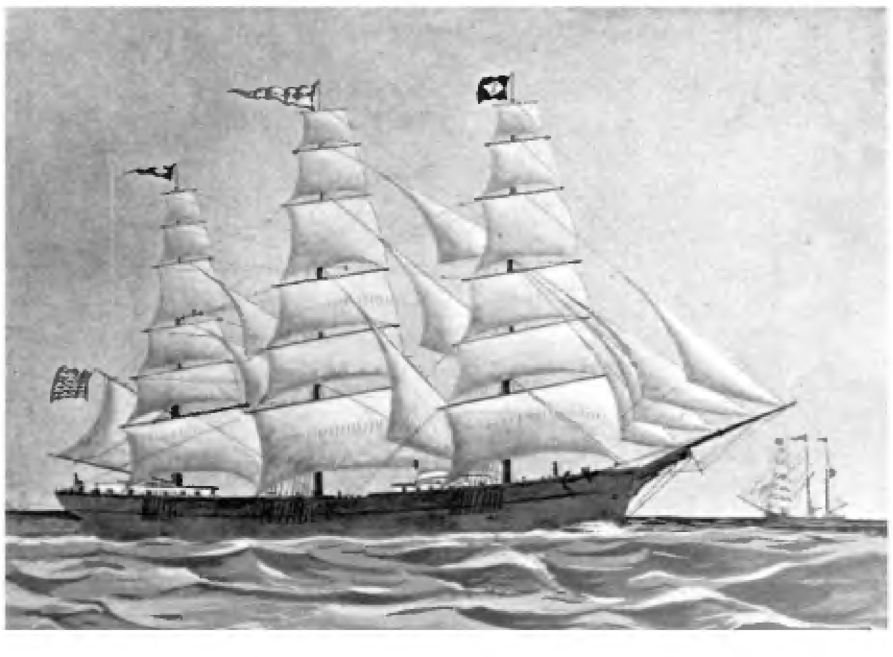
[36] Capt. James W. Tarte was born in England in 1849 and came to Puget Sound in 1863. His first marine work was with a sloop carrying passengers between Victoria and Esquimalt. He remained there until 1869, when he removed to Bellingham Bay and joined the schooner *General Harney*. He was afterward mate on the steamers *Colfax*, *Nellie*, *Addie*, *Despatch* and other small vessels. He was mate and pilot with Capt. Tom Wright on the steamer *Eliza Anderson* running to New Westminster, and afterward took charge of her, opening the route from Seattle to Port Moody, as Vancouver was then known. He retained this trade until the Canadian Pacific Navigation Company placed the *Premier* on the same run, and then withdrew to operate the *Evangel* between Seattle, Port Angeles and Victoria. He left this route to carry the mail between New Whatcom and Blaine with the steamer *Brick*, which he has handled in this trade for several years. Captain Tarte has always made a practice of entertaining a certain number of school children on a free excursion every Saturday, and for that reason is a very popular steamboatman, especially with the young people.

In addition to her sailing qualities she had an enormous carrying capacity, but was never considered a lucky ship. She was wrecked July 9, 1878, on Duxbury Reef.

The experiment of shipping wheat from Astoria was first made in 1874, R. C. Kinney & Sons dispatching the British ship *Vermont*. The British ship *Aliquois*, the *City of Dublin* and the *Frank N. Thayer* also loaded cargoes at the salt-water port. The Columbia River grain fleet was much larger than ever before and included fifty British barks, fifteen British ships, five American ships, five American barks, one Norwegian ship, four Norwegian barks, and five French barks. The river at this period had a bad reputation, and none but small vessels were sent there. Of this fleet, the largest was the British ship *Prince Charlie*, registering 1,346 tons, but eight of the arrivals were over 1,000 tons, twenty under 500 and forty-four under 600 tons, the smallest being the British bark *Reindeer*, 291 tons burden. These vessels were handled on the river by the steamers *Ben Holladay*, *Annie Stewart*, *Favorite* and *Shoo Fly*. The sloops, scows and schooners which for more than a quarter of a century had been engaged in business on the Astoria and Skipanon routes were succeeded in 1874 by the steamer *Katata*, christened in honor of a Clatsop chief. She was built at Astoria by Capt. J. G. Hustler, a veteran pilot, and Edward Hughes, a purser on Holladay's steamers. W. L. Pool was her first master, and he was succeeded by Frank Stevens and Eugene Brock. The people who made their annual pilgrimage to the seashore were not so numerous at this early day, and the *Katata* failed to clear expenses, and was sold to Lienenweber, the canner, who used her for transporting salmon. In 1879 her machinery was removed, and the engines were placed in the steamer *Tom Morris*, subsequently renamed *La Camas*, where they are still doing duty. The *Katata* amounted to but little as a steamboat, but as the pioneer on the Skipanon route she will always be remembered by the Clatsop beach visitors of twenty years ago.

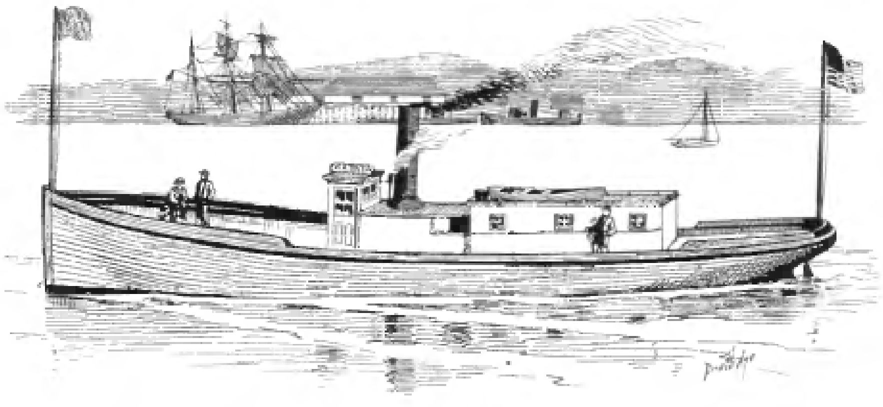
CAPT. JAMES W. TARTE

Shipbuilding on Puget Sound had passed the experimental stage several years prior to 1874, but in that year a specialty was made of sailing vessels. At Port Ludlow, Hall Brothers launched the *Annie Gee*, a schooner of 154 tons register: length, one hundred and five feet; beam, thirty feet; depth of hold, eight and one-half feet. This was the first vessel constructed by Hall Brothers and was followed by the *Ellen J. McKinnon*, a seventy-ton schooner, and the *Twilight* and *Jessie Nickerson*, twins, each of 184 tons register, one hundred and twelve feet long, thirty feet beam, and nine feet hold. The three-masted topsail schooner *Pio Benito*, registering 277 tons, was also completed by them at Ludlow in 1874. The *Annie Gee* and *Twilight* are still engaged in the coasting trade. Among the fast passages made by the coasting fleet in 1874 was a record-breaking run of the bark *Samoset*, Captain Martin, from Tacoma to San Francisco, where she discharged 425,000 feet of lumber, loaded 11,000 packages of merchandise for the return trip, and arrived at Tacoma, January 31st, in twenty days and twelve hours, beating the best time by one and one-half days. On the up trip she covered 254 miles in one day. The barkentine *Portland*, launched at Coos Bay the preceding year, made the run from San Francisco to Astoria in three days, beating the steamship *Oriflamme*. The American ship *Colusa* sailed from San Francisco to Royal Roads in three days and seventeen hours. The Nanaimo coal trade furnished employment to a considerable number of sailing vessels in 1874, and the rates of four and one-half and five dollars per ton were sufficiently high to make the business very profitable. The numerous additions to the coasting fleet did not exceed in number the vessels which met with disaster and went out of service. One of the most valuable among those making their last port was the old steamship *Prince Alfred*, which Rosenfeld & Bermingham had been operating as a mail steamer on the Victoria route. She came to grief in Potato Cove, near the Golden Gate, during a dense fog, June 14th. She struck on Duxbury Reef and slid off with a large hole in her bottom; and, although all of her pumps were started, there were three feet of water in the engine-room within twenty-eight minutes, and as rapidly as possible she was run for the shore, striking among the rocks in the cove about three hundred yards from the beach, where she soon went to pieces. The passengers, crew and mail were landed in safety, but the wreck was so complete that it only brought $350.



SHIP "WESTERN SHORE"

The American ship *Panther*, Captain Balch,[37] was the first of the fleet to perish in 1874. She left Nanaimo, January 17th, in tow of the tug *Goliah*, and while passing through Haro Straits a strong head wind and a blinding snowstorm forced the tug to cast her off. The ship struck a rock, rising several feet out of the water and bounding over it. She then ran before the wind up Swanson Channel to Salt Spring Island, intending to make fast there, but the wind sent her across the bay, where she struck a rock off Narrow Island, filled and listed outboard, with her starboard rail out of water at low tide. The crew escaped to the island, but the *Goliah* was unable to locate them and returned to report the loss of the ship at Port Gamble, where Penhallow,[38] the mate, now a well known coasting captain, went the next day to notify the owners in San Francisco. The underwriters sent up appliances and spent thirty days trying to raise her. She had 1,750 tons of coal on board, which was practically a total loss, and the sails and rigging were all that was saved from the vessel. The *Panther* was owned by Pope & Talbot and was valued at $20,000.



STEAMER "KATATA".

The French brig *Sidi*, Captain Cometoux, from San Francisco for Portland under charter to load grain for Morgan & Son, ran ashore at the foot of Sand Island, March 1st. She passed out of the harbor on February 14th, experiencing a strong gale during the first few days and a very thick fog later. An observation was taken March 1st, and the captain discovered that his vessel was dangerously close to the mouth of the river, with a strong current setting in. He attempted to stand off and wait for a pilot, but was unable to do so because of unfavorable winds; and, notwithstanding the fact that he had never entered the river before, he squared away for the bar at 3:30 P. M., crossing in safety, but, in making the turn at the foot of Sand Island, the wind died out and the vessel drifted, dragging her anchor. At 7:30 the tug *Brenham* arrived, but the high sea prevented her rendering assistance, although the brig did not strike until 10:00 P. M. When the tide went out the crew walked ashore on Sand Island, the vessel being high and dry at low tide. The *Sidi* was a new brig of 276 tons, launched but eight months before, and was insured for $30,000. The underwriters sold her to George W. Warren, George Woods, G. W. Raymond, Captain Hill of the *C. J. Brenham*, Capt. William Koerner, and F. C. Carr, who succeeded in floating her at comparatively small expense. She was then repaired and sent to Knappton, where she loaded lumber for San Francisco. She was rechristened the *Sea Waif*, and was sold to George W. Hume, from whom she was purchased by San Francisco parties, who operated her in the trade between San Francisco and Australia, where Capt. S. Simonsen[39] sailed her for nine years. The American bark *Christopher Mitchell*, Capt. Theodore R. Airey,[40] from San Francisco for Port Madison, ran ashore on Dungeness Spit during a snowstorm, March 2d. The bark was in ballast with the exception of thirty-five tons of hay, and carried one passenger and a crew of ten. John Mackenzie, John Svenson and John Brown were drowned. The light-keepers

CAPT. JOHN W. BALCH

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[37] Capt. John W. Balch was born in Maine in 1834, and spent the first years of his marine experience between European and Atlantic Coast ports. He came to San Francisco in 1868, and has been coasting most of the time since. After the loss of the *Panther* he ran in the coal trade, with the exception of occasional lumber cargoes from the Sound. He is at present in command of the ship *John A. Briggs*, between Nanaimo and San Francisco.

[38] Capt. D. B. P. Penhallow was born in Honolulu in 1845 and in 1860 commenced his marine career on the Pacific Coast, where he arrived in 1872 as mate on the ship *Panther*, remained with her for a year, and was then appointed master of the *W. C. Park*, going from her to the bark *Enoch Talbot*. He sailed the *Talbot* for six years and then took the barkentine *Discovery*. Since then he has had charge of the schooner *Ann*, barkentine *Eureka*, *Planter*, *C. D. Bryant*, *Robert Lewers* and *Alice Cook*, having commanded the latter since her construction. Captain Penhallow has had twenty-one years' experience as master on the Pacific Coast, and before this was for a long time in the employ of the British India Steam Navigation Company, running to Singapore and Bombay. He also served for a short time on the Pacific Mail steamers.

[39] Capt. S. Simonsen was born in Norway in 1849, and was engaged on sailing vessels in different parts of the world until 1881, when he went to San Francisco and took command of the brig *Sea Waif*, formerly the *Sidi*, wrecked at the mouth of the Columbia. He sailed this vessel until 1889, and was then appointed admiral in a Central American Navy, retaining that position for two years and then retiring from the water for the same length of time. In 1893 he took charge of the bark *Oriole*, which he has since sailed in the coasting trade.

[40] Capt. Theodore R. Airey was born in Maine in 1846. His first work on the Pacific Coast was in 1865 on the bark *Ocean*, where he served as mate for two years, leaving her for the bark *Leonore*, on which he remained for three years. His next vessel was the *Coquimbo*, sailing with her for thirteen years, during seven of which he was in command. He was master of the ship *Christopher Mitchell* for four years before she ended her days and then returned to the *Coquimbo*, and from her went to the bark *Vidette*, remaining until 1887, when he was given charge of the barkentine *J. M. Griffith*, where he is still engaged.

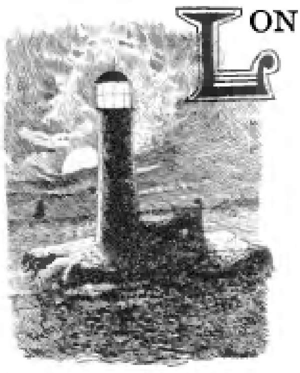
at Dungeness succeeded in rescuing the rest and cared for them until the steamer *Politkofsky* took them to Port Townsend. The loss was estimated at $6,000. The steamer *Diana*, famed in the early annals of British Columbia steamboating, was wrecked January 7th south of Cape Flattery, while *en route* from San Francisco to the Sound. The steamer went ashore near the Quiniault Indian Reservation during a thick fog, and, as she was of light draft, she ran far enough upon the beach to prevent loss of life. The machinery was afterward saved. The captain had a crew of three men and was accompanied by his daughter. The steam tug *Sedalia*, built in November, 1873, burned on the Columbia River, near Kalama, July 1st, loss $10,000. The bark *Scotland*, Captain Glidden, a well known coaster, sailed from Puget Sound early in the year, and nothing was ever heard of the crew, although the bark was found wrecked on an island off the coast of Japan. The American bark *Edwin*, Captain Hughes, from Utsalady for Adelaide, left the Straits, December 1st, and became water-logged three days later. The captain's wife and two children and the Chinese cook were washed overboard and drowned. Captain Hughes and eight men climbed to the foretop, where they remained for three days, with the sea breaking over the vessel constantly. The *Edwin* finally drifted ashore near Hesquiat, at the identical place where the *John Bright* had been lost a few years before. The survivors were taken off the wreck by some Indians who came out in a canoe. The next morning the body of Mrs. Hughes was washed up on the beach. The crew were taken to Victoria by the schooner *Alert*, Captain Christensen.

CAPT. WILLIAM H. KOERNER

The schooner *Eliza*, which sailed from Coos Bay in 1873 with eighteen people and a cargo of lumber and coal, was abandoned and subsequently picked up and towed into the Straits of Fuca early in 1874 by the tugs *Grappler* and *Isabel*. She had previously been sighted by Her Majesty's ship *Boxer*, which had attempted to sink her and had fired a few shots before the tugs took hold of her. The schooner *Laura May*, from San Francisco to Coos Bay, was wrecked about six miles north of the bar during a thick fog. The schooner *Jennie Thelin*, in endeavoring to sail into Coos Bay in March, struck on the bar and was beached on North Spit. The captain of the tug had warned her master not to make the attempt, but his advice was not heeded. When the *Thelin* was half way in the wind failed, and she commenced to drift, striking within a few minutes. She was owned by Beedle & Co. of San Francisco and insured for $8,000. Captain McAllep of Eastport purchased the wreck from the underwriters for $1,300, and she was afterward repaired and put into commission. The United States transport schooner *Margaret* was driven ashore on the coast of Alaska in March and became a total wreck. Captain Harrison and three men reached shore in safety, but narrowly escaped death at the hands of the Indians.

CHAPTER XI.

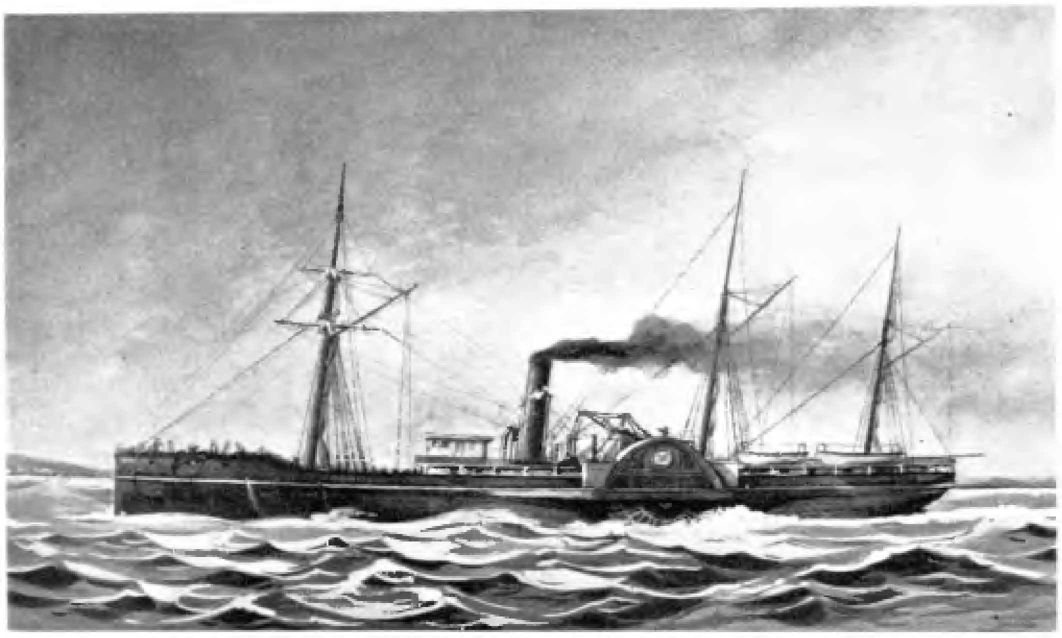
Loss of the Steamship "Pacific"—The Disastrous Year 1875—Explosion of Steamer "Senator"—Willamette Transportation & Locks Company—Oregon Steam Navigation Company Again on the Willamette—Steamers "Occident" and "Orient"—Steamer "City of Salem"—Ilwaco Steam Navigation Company—Steamship Opposition on the Victoria Route—Cassiar Mining Excitement—Steamers "Glenora," "Gertrude" and "Royal City"—The Great Run of the "Western Shore" from San Francisco—Farmers' Transportation Company—People's Protective Transportation Company—The "Ocklahama" and "Almota"—Tugs "Pilot" and "Columbia"—Willamette Steamer "Beaver" Goes to Alaska—Steamships "George W. Elder" and "City of Chester" Arrive from the East—Puget Sound Transportation Company—Steamboat Routes on Puget Sound—Tugs "Tacoma" and "Alexander"—The "Cassandra Adams" and Other Fine Sailing Vessels Built on the Sound—Puget Sound's First Grain Cargo—Loss of the Brig "Perpetua," Schooner "Urania," and Other Small Vessels.



LONG will be remembered the year 1875, when Death, clad in all his hideousness, rode the wave; and, while the relentless sea has supplied Northwestern history with many pitiful tales of disaster, this fatal year has never been equaled in the number of lives and amount of property sacrificed. No greater calamity was ever visited on the people of this Coast than the loss of the steamship *Pacific*, and even at this time, after a lapse of twenty years, the bare mention of her name brings "a pallor into the cheek and a mist before the eye" of those whose loved ones went forth on the ship fated never to reach her destination. The annals of steam navigation recall many calamities in which the loss of life has been greater. Splendid steamships have sailed away with hundreds of precious lives, whose end could be recorded only by the single word "missing" on the maritime registers. Others, storm-battered, fire-swept, or crushed in collision, have been engulfed in the depths of the ocean, sparing only a remnant of their human cargo to reach shore and safety; but, in nearly every mournful instance, the attendant heartaches have been softened in a degree by the knowledge that every available method of rescue had been exhausted, and that the remote position of the vessel made the fate of those who perished inevitable. Different conditions surrounded the wreck of the *Pacific;* no deadly gale screamed through her rigging; no angry billows curled over her decks. A stanch, well equipped ship floated near her, and the death wound was received while she was yet so near a port of safety that the body of one of the victims, a fair young girl, drifted almost to the dooryard that she had left, full of life and happiness, a few hours before. These incidents, the recollection of which is forever reopening heart wounds among those who are left to grieve, have made the wreck of the *Pacific* unparalleled in marine history.

Capt. Jefferson D. Howell

She steamed out of Victoria harbor on her last trip at 9:30 A. M., November 4th, her decks fairly black with people. The crew was as follows: J. D. Howell,[1] captain; A. H. McDonough, first officer; A. Wells, second officer; J. M. Lewis, third officer; H. F. Houston,[2] chief engineer; D. M. Bassett, first assistant; A. J. Coghlan,[3] second assistant; O. Hyte, Jr., purser; T. H. Bigley, freight clerk; James Lestrange, Richard Manders, James O'Neil, and one other, firemen; William Clancey, Frank Palmer, Charles Norris, Richard Powers, coal-passers; Thomas Lestrange, Frank Elwell, oilers; R. Errickson, carpenter; Henry A. Norris, watchman; W. Fairfield, William Wilson, John Daley, John Sherry, Peter Jamieson, Lawrence Guinn, Thomas Kerby, Patrick Moore, Neil Henley,[4] and one other, seamen; John Martin, S. McNicols, H. Jackson, stewards; J. M. Holdsworth, S. Miles, C. H. Whiting, cooks; Thomas Molloy, baker; Robert T. Menaimo, porter; Richard Bell, C. B. Herbert, Daniel Monroe, pantrymen; Charles Eisenor, Andrew Walters, J. C. Meza, Alfred York, Oscar Clare, Luke McMerim, John Hardie, James Johnson, James McGinnis, waiters; Sarah Minow, stewardess. The exact number of passengers is unknown, as many embarked without tickets a few moments before the steamer sailed. The following persons were known to have been on board: J. Hellmute and wife, Mrs. Mahon and child, H. C. Victor, Fred D. Hard, J. T. Vining, C. B. Davidson and wife, T. Allison, William Maxwell, A. Robbins, O. McPherson, B. Wood, John Tarnett, M Wilson, A. Lang, J. McLanders, J. Fitzgerald, C. Chisholm, J. S. Webster, William Polley, H. Cline, W. Waldron, G. Gribell, John McCormack, Isaac Webbs, Cal Mandeville, wife and child, F. Garesche, C. Somers, J. Foster, J. H. Sullivan, J. W. Doyle, J. Kennedy, William Powell, S. Nichleson, James H. Webb, Edward Shephard, George Bryson, Richard Turnbull, Charles Smith, A. L. Rainey, F. E. Meyer, J. Thompson, P. Canty, Adam Foster, R. Lyon, George Bird, J. McLaughlin, William Champion, William Power, John Kenalley, P. L. Chapman, William Ammiss, William Purdary, John G. Todd, Doc Young, J. Congdon, A. Frazer, Miss A. Reynolds, Mrs. Moote, Edward H. Pooley, Mrs. S. Styles and child, C. B. Fairbanks, A. B. Otway, J. F. Johnston, John Cochrane, T. J. Ferrill, J. Cahill, William Wills, Miss Fanny Palmer, Mrs. Lawson, James Lennings, D. C. McIntyre, Captain and Mrs. Parsons and child, W. J. Ferry, Thomas Smith, S. P. Moody, M. Somers, John Watson, R. Hudson, E. P. Atkins, R. Layzelle, John Lee, George Morton, John Sampson, George Herne, G. Journeaux, Joseph Haverly and wife, Dennis Kane, C. N. Miles, J. Creden, J. Pettier, Mr. and Mrs. H. Keller and child, John Tarbet, T. J. Robinson, George Skippon, E. T. Jaynes, Mrs. Hurlburt, Richard Cochrane, B. F. Gretz, Richard Waldron, Rockwell and Hurlburt troupe, and



STEAMSHIP "PACIFIC"

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[1] Capt. J. D. Howell, commander of the *Pacific*, was a brother-in-law of the late Jefferson Davis, and was born in Natchez, Miss., in 1841. He was educated at Annapolis, and served as midshipman under Commodores Tucker and Talbot at Charleston, S. C., in the James River squadron under Captains Wood, Parker and Hunter, and afterward at Charleston under Commodore Tucker in charge of a picket boat. After the fall of Charleston he was a lieutenant of artillery in the naval brigade under General Semmes, formerly of the Confederate Navy, was surrendered under General Lee's cartel, joined Jefferson Davis at Washington, Ga., was with him at the time of his capture, and was then imprisoned at Fortress Monroe, where he was held for some time. Released, he went to Savannah, Ga., where he was again imprisoned. Thence he joined his brother in Canada and accompanied him to England. Returning by way of Portland, Me., he was again arrested and sent to Fort Warren, where he was detained for a few weeks and released. He then returned to Canada and thence to New York, where he went to sea before the mast. Returning, he was engaged with Pomeroy on the New York *News*. Tiring of this, he sailed as quartermaster on a ship bound for China, and from there went to San Francisco about 1870 and entered the service of the Pacific Mail Steamship Company as mate and master, subsequently of the Oregon Steamship Company, and of the North Pacific Transportation Company as master of the steamships *Idaho*, *Montana*, *Pelican* and others.

[2] Henry Frank Houston, chief engineer of the steamer *Pacific*, was born in Westphalia, Germany, in 1833. He came to the United States when an infant with his parents, and after leaving school was steamboating on the Hudson River until he came to the Pacific Coast, about 1853. He was for a long time in the employ of the California Steam Navigation Company as chief engineer on their river steamers *New World*, *Capitol*, *Antelope*, and *Chrysopolis*, and subsequently served, until the time of his death, in the same capacity on nearly all of the prominent steamships running north from San Francisco.

[3] Arthur Jasper Coghlan was born in Brooklyn, N. Y., about 1853. He was a son of Jasper Coghlan of the United States Navy, and with his father came to the Coast about 1861. As soon as he was old enough he began running out of San Francisco in the steamship trade, and when he went down on the *Pacific* held the position of second engineer.

[4] Neil Henley, the living survivor of the worst marine disaster that ever happened on the Pacific Coast, was born in Scotland in 1854, and learned the shipbuilder's trade. He sailed from England to the East Indies, and eventually reached San Francisco in August, 1875, on the American ship *Canada*, joining the steamer *Pacific* shortly afterward. After recovering from his terrible experience, Henley was employed on a number of Sound steamers until 1877, his last work there being as mate on the old steamer *Beaver*. He then retired to Steilacoom, Wash., where he held the position of city marshal for several years, but returned to the sea in 1894, shipping as quartermaster on the British steamship *Tacoma* sailing between Puget Sound and Hongkong.

forty-one Chinamen. This list shows a total of about one hundred and sixty people, of which the Victoria agent testified that he sold tickets for one hundred and thirty-two, while thirty-five were taken aboard on Puget Sound. In addition to these, it is known that the purser booked over twenty passengers whose names were not recorded on shore, and several others rushed on board a moment before she pulled out, some even climbing over the rail after the gangplank was hauled in. From these figures it is evident that fully two hundred passengers were on the steamer, and with the crew a total of over two hundred and fifty souls. There is a strong probability that the number was even greater, for at that period hundreds of miners from the Cassiar district were arriving at Victoria each day and availing themselves of the first opportunity to go below. Many left the mines with a view of reaching Victoria if possible on steamer day so that their stay in the city might be brief, and no record of their presence is in existence.

HENRY F. HOUSTON

After clearing the harbor the *Pacific* steamed slowly down the Straits, passing Tatoosh at 4:00 P. M., with the wind blowing fresh from the south and a heavy swell rolling. Against this wind and swell she made but little progress, and she was not yet fairly away from the land when, at about ten o'clock, the passengers in her crowded cabins experienced a sudden shock, which, light though it may have seemed, carried with it a feeling of dreadful apprehension that sent them flying to the deck. Of what happened in the following few awful moments before the sea stilled forever the heartrending cries of the perishing hundreds, there is but one living witness, Neil Henley, at present living at Steilacoom, Wash., who was a quartermaster on the steamer, and with the exception of Henry F. Jelley, a passenger, since deceased, was the only survivor. Henley was rescued by the revenue cutter *Oliver Wolcott* after floating for nearly eighty hours on a piece of wreckage, and Jelley was picked up by the bark *Messenger* the second day after the accident. Henley gives the following account of the calamity:

"I was off watch and went below at eight o'clock, and about 10:00 P. M. was awakened by a crash, and getting out of my bunk found the water rushing into the hold at a furious rate. On reaching the deck all was confusion. I looked on the starboard beam and saw a large vessel under sail, which they said had struck the steamer. When I first distinguished her she was showing a green light. The captain and officers of the steamer were trying to lower the boats, but the passengers crowded in against their commands, making their efforts useless. There were fifteen women and six men in the boat with me, but she struck the ship and filled instantly, and when I came up I caught hold of a skylight, which soon capsized. I then swam to a part of the hurricane deck, which had eight persons clinging to it. When I looked around the steamer had disappeared, leaving a floating mass of human beings, whose cries and screams were awful to hear and the sight of which can never be effaced from my memory. In a little while it was all over: the cries had ceased, and we were alone on the raft, which was the part of the deck on which was the wheelhouse. Beside myself, the raft supported the captain, second mate, cook and four passengers, one of them a young lady. At 1:00 A. M. the sea was making a clean breach over the raft. At 4:00 A. M. a heavy sea washed over us, carrying away the captain, second mate, the lady and another passenger, leaving four of us on the raft. At 9:00 A. M. the cook died and rolled off into the sea. At 4:00 P. M. the mist cleared away, and we saw land about fifteen miles off. We also saw a piece of wreckage with two men on it. At 5:00 P. M. another man expired, and early the next morning the other one died, leaving me alone. Soon after the death of the last man I caught a floating box and dragged it on the raft. It kept the wind off, and during the day I slept considerable. Early on the morning of the eighth I was rescued by the revenue cutter *Wolcott*."

ARTHUR J. COGHLAN

As Henley was not awake at the moment of the accident, and Jelley, the other survivor, was a landsman and laboring under such great excitement that he made a number of conflicting statements, just what transpired in the last moments on board the doomed vessel will never be known; but according to Jelley's account the steamer sank so quickly that but one attempt was made to launch a boat, Chief Engineer Houston and Freight Clerk Bagley succeeding in getting one over the side, in which several of the women were placed, but, before it could clear the steamer, the boat capsized and all were drowned. A baby, which a Mrs. Parsons carried in her arms, was crushed to death before its mother entered the boat. When the survivors reached Victoria, and before the truth became known, the excitement was intense, and the sorrow caused was in a measure expressed by the following editorial in the Victoria *Colonist* of November 9, 1875: "We have no heart to dwell to-day on the disaster that has hurried into eternity so many of our fellow-citizens with whom only a few brief hours ago we mingled on the streets or met in the social circle, as full of life, hope and energy as any who may read the *Colonist* to-day. The catastrophe is so far-reaching that scarcely a household in Victoria but has lost one or more of its members, or must strike from its list of living friends a face and form that found ever a warm greeting within their circle. A bolt out of the blue could not have caused more widespread consternation than the awful tidings spread far and near yesterday. In some cases entire families have been swept away, in others fond wives returning from a visit to their childhood's home to meet husbands and children in San Francisco have gone down to an early grave. In others, the joyous, happy maiden, the sweet, innocent, prattling babe, the banker, the merchant, the miner, the public officer,—all, all have found a common grave in a

> 'Dreadful and tumultuous home
> Wide opening and loud roaring still for more.'

"Whether the catastrophe was one that human skill could have averted we cannot now say. All we do know is that a steamship carrying a cargo of precious lives has gone down and that so far as is known only one man, out of 275 persons on board, has been saved. We can only express the hope that the vessels now flying like ministering angels to the scene will return with glad tidings of great joy for some of the hearts that are now bowed down with grief."

NEIL HENLEY

Later, when it was learned that the steamer had received injuries by a collision with the *Orpheus*, Captain Sawyer,[5] sorrow was mingled with a bitter hatred toward the master of the vessel which, it was reported, had sailed away while the unfortunate people were struggling in the water. So strong was this sentiment that he would have undoubtedly met with severe treatment had he been in the city at that time. Whether Sawyer was entitled to all the censure he received has always been a question with two sides. With a view to throwing as much light as possible on the matter, the following statement was secured from Captain Sawyer a short time before his death. In commenting on the appended verdict of the coroner's jury, Captain Sawyer said:

CAPT. CHARLES A. SAWYER

> "The *Orpheus* was steering about north, keeping close in to the land, with the wind from the southward, and blowing fresh with fine rain, the ship going about twelve knots. Her head yards were braced sharp up by the starboard braces, her main and after yards square, thus leaving the ship in such a position that she could be hauled off shore on a moment's notice, if anything came in view. At 9:30 P. M. I left the deck in charge of a second mate, Allen I think his name was, with orders if he saw anything to starboard the wheel and keep her head to the northwest, off shore. I went below to consult the chart and had just seated myself at the table in my cabin with my oil clothes on, looking at the chart, when I heard the second mate tell the man at the wheel to starboard his helm. I looked up at the compass over my head and saw that the ship's head was rapidly coming up toward the northwest. I immediately went on deck and asked the officer what was the matter, and he said there was a light on the port bow; said it was Flattery light. I told him it was impossible to have Flattery light on that bow, and just then I saw the light on the starboard bow. I let the ship come up in the wind until she headed to the southward of west, and the after sails aback. My ship now was comparatively at a standstill, in just such a position as I would be if I were going to take a pilot on board. This brought the steamer's light a little forward the starboard beam. I stood looking at her with my glasses. I did not then think there was going to be a collision, but, as I looked and saw no change in the course of the steamer, I said to the second mate, 'She will be into us,' though I did not think she would, for I thought she would see us and keep off. I made up my mind that she would hit us, and shortly afterward she blew her whistle, and immediately struck us on the starboard side in the wake of the main hatch. The blow was a light one. She had evidently stopped her engines and was backing and gave us a glancing blow, for she bounded off and again struck us at the main topmast back stays, breaking the chain plates. She then bounded off and struck us at the mizzen topmast chain plates, carrying away the back stays and bumpkin, main and main topsail braces, leaving me comparatively a wreck on the starboard side. Before she blew her whistle my wife came on deck and stood by my side. We could plainly see her deck from the pilot-house to her bows, and not a soul was to be seen there as she passed the stern. I hailed her and asked her to stand by me, but she made no reply. My wife attempted to jump on board of her, and would, had I not grabbed her. We drifted apart, and I gave my attention to my ship and gave orders to the mate to cut the lashings on boats and to the carpenter to sound the pumps. My rail was broken from the fore rigging to the main rigging. The first report the carpenter made was that the ship was half full of water. I told him to take a light and go down the fore hatch and

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[5] Capt. Charles A. Sawyer was born in Gloucester, Mass., in 1839, and followed the sea from boyhood. Previous to the terrible wreck which brought him into prominence the world over, he had sailed but little on the Pacific Coast. As soon as the troubles attendant on that disaster subsided, he took command of another vessel, which he sailed for several years, finally abandoning the sea and settling at Port Townsend, where he resided until his death, October 6, 1894. Capt. Sawyer had the reputation of being a hard master, and always had more or less trouble with his crew, a fact which is probably in a large measure responsible for the feeling against him at the time of the loss of the *Pacific*. His friends, who were by no means few, have always contended that he was a deeply injured man and that his actions on the terrible night of November 4, 1875, were in no way different from what could have been expected of any shipmaster in a similar crisis.

see. In the meantime I found there was no water in the hold. I then gave orders to the mate to never mind the boats, but to take all hands and secure the back stays and repair damages. All my starboard braces had been carried away with the blocks, etc. Now, while I was attending to the condition of the ship, it certainly took from ten to fifteen minutes, and during that time I never looked after the steamer, neither did any one else that I know of. We were all busy attending to our own necessities. When, after I found I was not seriously damaged, I looked for the steamer, I just saw a light on our starboard quarter, and when I looked again it was gone. There has been a great deal said about the crying and screaming of the women and children on the steamer. Not one sound was heard from her by any one on my ship, neither was any one seen on board of her. Neither did any one on my ship think for a moment that any injury of any kind had happened to the steamer, for at 1:30 that night, as the sailors were furling the spanker, they commenced to growl, as sailors will, about the steamer, after running us down, to go off and leave us in that shape, without stopping to inquire whether we were injured or not."

Several of the bodies washed ashore from the sunken steamer, that of Miss Fanny Palmer being found on the beach at Victoria a short distance from her home and over forty miles from the scene of the wreck. The coroner's jury at Victoria were specially severe on Captain Sawyer in the following verdict returned at the inquest on the body of Thomas J. Ferrill, one of the victims:

"That the said steamer *Pacific* sank after a collision with the American ship *Orpheus*, off Cape Flattery, on the night of November 4, 1875; that the *Pacific* struck the *Orpheus* on the starboard side with her stem a very light blow, the shock of which should not have damaged the *Pacific* if she had been a sound and substantial vessel; that the collision between them was caused by the *Orpheus* not keeping the approaching *Pacific's* light on her port bow as when first seen, but putting the helm hard to starboard, and unjustifiably crossing the *Pacific's* bow; that the watch on the deck of the *Pacific* at the time of the collision was not sufficient in number to keep a proper lookout, the watch consisting only of three men, namely, one at the wheel, one supposed to be on the lookout, and the third mate, a young man of doubtful experience; that the *Pacific* had about 238 passengers on board at the time of the collision; that she had five boats, the utmost carrying capacity of which did not exceed 160 persons; that the boats were not and could not be lowered by the undisciplined and inexperienced crew; that the captain of the *Orpheus* sailed away, after the collision, and did not remain by the *Pacific* to ascertain the damage she had sustained."

CAPT. ANDREW D. LAING

Naturally enough so great a calamity called forth an endless number of Munchausen-like yarns, many of them reflecting seriously on the unfortunate officers of the steamer, but none of which were proven. With the exception of the crew of the *Orpheus*, no one was left alive in a position to furnish evidence as to the alleged carelessness of the *Pacific's* officers, and the statement that they were intoxicated and inattentive to duty was as cruel as it was uncalled for. A large crowd of miners on board were well supplied with money, and consequently many of them were probably under the influence of liquor and were making things merry, and this fact has been the foundation on which many unreasonable stories have been built. Among the lost passengers were several people of considerable prominence in the Northwest. Mr. Chisholm was one of the owners of the Utsalady Mills; Mr. Hellmute was a prominent Walla Walla merchant; Fred D. Hard was for several years postal agent for Washington Territory; Mr. Victor was the husband of Frances F. Victor, the well known authoress. S. P. Moody, principal owner of the Burrard's Inlet Sawmills; F. Garesche, a prominent Victoria banker; Captain Parsons, a Fraser River steamboatman; his wife, Jennie Parsons, formerly Jennie Mandeville, one of the three sisters of that name; another sister and her brother, Cal Mandeville, all well known theatrical people, were among the lost. G. T. Vining, a Puyallup merchant, was going down to dispose of three hundred bales of hops which he had on board the steamer. Among her freight were two thousand sacks of oats, ten tons of sundries, one hundred and eleven hides, ten cords of bolts and two hundred and eighty tons of coal from Puget Sound, and eleven casks of furs, thirty-one barrels of cranberries, two hundred and fifty hides, two cases of opium, eighteen tons of merchandise, six horses, two buggies, and $79,220 treasure from Victoria.

The *Orpheus* was in ballast from San Francisco to Nanaimo to load coal, and sailed from the Bay City, October 29th. She was a vessel of about 1,100 tons register, built at Chelsea, Mass., in 1856, and had made ten voyages around the Horn. Her last deep-water voyage was from Androssan, with coal for San Francisco. She then made a trip to Nanaimo and was on her second trip north when the collision with the *Pacific* occurred. After repairing the damage in the best manner possible, the *Orpheus* continued on her way, but a few hours later stranded on the west coast of Vancouver Island near Cape Beal and became a total loss. She carried a crew of twenty-one men, who were cared for on reaching shore by Capt. A. D. Laing,[6] owner of a trading station near the spot where the ship struck. Some of the rigging and sails were saved, and in January, 1893, nearly eighteen years after the wreck, her anchors and two hundred and twenty fathoms of chain were picked up by J. C. Prevost's wrecking steamer *Mascotte* and carried to Victoria. Owing to the intense excitement caused by the wreck of the *Pacific*, Sawyer was immediately accused of casting his ship away, and was arrested on that charge at San Francisco, but after a thorough examination was acquitted. Captain Sawyer's explanation, which was fully corroborated, is as follows: "Cape Beal light had only been lighted for four or five months then, and I had no record of it. My sailing directions gave Cape Flattery as the most northern light, and the negligence of the second mate in not calling me when he found he could not steer the courses given him caused the loss of the *Orpheus*. I have a letter from Captain Gilkey of the ship *Messenger*, which picked up the man Jelley, saying he mistook Cape Beal light for Cape Flattery, and had he made the light earlier he would have been in the same fix that I was in, but he fortunately did not get up to it until daylight, and then he saw by the land that it could not be the entrance to Fuca Straits."

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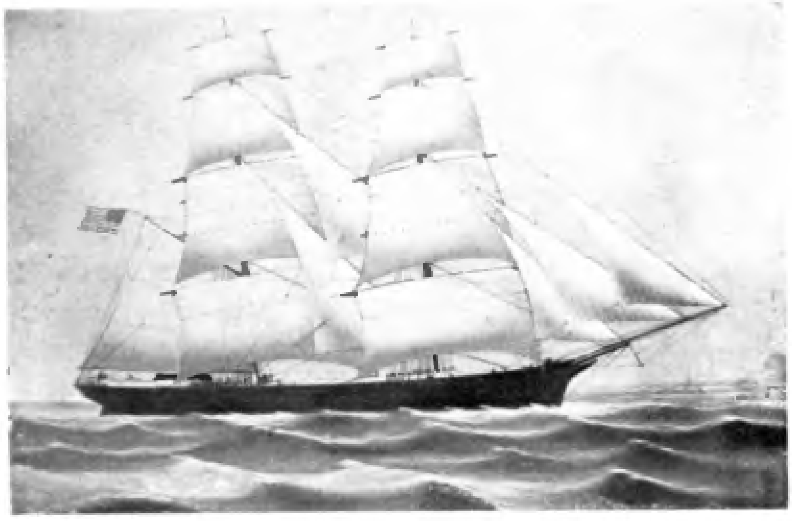
[6] Capt. Andrew D. Laing, son of Victoria's pioneer shipbuilder, Robert Laing, was born at St. Andrews, Scotland, in 1847, arriving at Victoria in 1854. He engaged in the trading business on the coest in 1871, and for several years conducted trading stations at different points along the shore of Vancouver Island. A few years after the wreck of the *Pacific*, the schooner *W. P. Sayward* was constructed for him by his father. Further mention of the subsequent career of this craft, which played so important a part in the international sealing trouble, and also of Laing's connection with the same, will be found in the supplemental chapter devoted to sealing.

Over twenty years had elapsed since the old *Gazelle* went skyward in one of the worst boiler explosions ever recorded in the Northwest, and in 1875 the horror was repeated on a smaller scale on the steamer *Senator*. She was plying between Portland and Oregon City, and her landing at the former place was at the foot of Alder Street. On the afternoon of May 6th she ran down to the Oregon Steamship dock to take on some freight, and about 2:30 P. M. started to return to her regular landing-place to take passengers for Oregon City. As she rounded to and was swinging into the dock, after her wheel had stopped revolving, there was a terrific explosion, which was felt all over the city. The pilot-house was blown one hundred feet in the air, and all of the cabin and house forward of the king-post were blown into slivers. Capt. Dan McGill, who was at the wheel, was instantly killed, although Felix Evans, a well known marine engineer, who was standing beside him, escaped with the loss of a leg. The worst havoc was on the lower deck. Here George Warner, fireman, James Smith, John Cosgrove and John Crowley, deckhands, and J. D. Locey, purser, were instantly killed, the latter having just come down from his office preparatory to going ashore. Klaus Beckman, a passenger, was also killed. John Leary, mate, Grif Jones, steward, and Charles Lyons, Edward Cowhey, Charles Grant, O. Wood and J. Wilkinson were seriously injured, Jones remaining a cripple for life. Over twenty passengers were in the cabin, well aft of the king-post, and escaped without injury. The steamer *Vancouver*, alongside of which the *Senator* was expected to land, immediately went to her assistance and rescued the injured, as well as the passengers who were unhurt. The wreck floated down the river, drifting ashore opposite the Oregon Steamship dock, and it was found that the forward end of the fire box was all that remained of the boiler. George Warner, the fireman, a young man from Oregon City, was more terribly mangled than any of the others. He was standing in front of the boiler, and was blown among the cordwood in the hold and crushed and torn almost beyond recognition. J. V. Smith, chief engineer, was severely censured by the verdict, the coroner's jury finding, "That said explosion occurred by reason of insufficiency of water in the boiler, and that J. V. Smith, engineer, acted without due caution, as it seems to us by the testimony of witnesses, and was therefore guilty of criminal negligence." Smith was subsequently arrested on a charge of manslaughter, but was acquitted. The result of the terrible disaster, however, always weighed heavily on his mind, and, while the responsibility was not fixed on him, he seldom had charge of steamers afterward.



BRIG "SEA WAIF," FORMERLY "SIDI"
Wrecked on Sand Island 1874

In November a mysterious fate overtook the crew of the schooner *Sunshine*, built at Coos Bay in September, 1875. In command of Capt. George Bennett, who was also half owner of the vessel, she arrived at San Francisco on her first trip October 8th, and, after discharging her lumber cargo, sailed for her home port November 3d, with a partial cargo of merchandise, fifteen passengers, and a crew of ten. She was not sighted after leaving the Bay City until November 18th, when her hull was seen floating bottom up close in shore north of Cape Hancock, and a few days later it drifted ashore near Easterbrook's place, Long Beach, so badly wrecked that no clew could be discovered as to the exact fate of the crew and passengers. Captain Bennett had with him, as mates on his last trip, John Thompson and Joseph Johnson, both experienced seamen, and the supposition is that the schooner, being new and stiff, was caught in a gale and "turned turtle." The craft was valued at $32,000, the cargo at $18,000, and there was also $10,000 in coin aboard with which to pay bills incurred in her construction. E. B. Deane and Mrs. Haughstead of San Francisco were associated with Captain Bennett in the ownership.

The bark *Florence*, a veritable floating coffin, foundered November 17th about forty miles off the Umpqua River. She sailed from Port Discovery, November 3d, with 300,000 feet of lumber, and on the sixteenth was caught in a heavy southeast gale and began leaking so badly that at 3:00 A. M. on the seventeenth the crew were forced to abandon her. They took to the boats, and, as water was scarce, they attempted to land near where the brig *Fawn* had gone ashore a few years before. In steering through the breakers the boat capsized, and, with the single exception of seaman Daniel Deary, all were drowned. The crew of the *Florence* on her last trip was as follows: S. A. Dayton, captain; Anderson, first mate; Carey, second mate; Malcolm Grant, William Duncan, McPherson, Welch, Deary, an unknown Norwegian from Tacoma, seamen; and the Chinese cook. Captain Dayton was well known on the Coast, having been first in command of the old bark *Glympse* in the forties, and afterward of many others.

The American ship *Emily Farnum*, 1,194 tons, sailed from San Francisco for Departure Bay, November 12, 1875, in command of Captain Austin, with nine passengers, nineteen crew, and one hundred tons of railroad iron. She had fine weather until the sixteenth, when a heavy southeast gale raged, during which the cargo shifted and the ship lost considerable canvas. On the eighteenth the wind increased, accompanied by squalls and snow, and at midnight land was reported dead ahead. An attempt was at once made to stay the ship, which failed, and she was again hauled to the wind, but, in endeavoring to weather Destruction Island, a heavy sea drove the vessel toward the rocks, and at 12:30 she struck heavily. The port anchor was let go and the main and mizzen mast cut away. An effort was also made to launch the boats, but they were destroyed by the force of the waves. The foremast was then cut away, forming a bridge to the rocks to the leeward. At 2:00 A. M. the vessel parted amidships, the top part of her house, to which fourteen of the men clung, lodging on the rocks, where the survivors remained until morning. Thomas McGill swam from the rock to the main part of the island with a line, and a small raft was made and attached, by means of which they reached shore two at a time. Before building the raft, two of the men swam to the island, and John Hoaglin, a native of Sweden, and the Chinese cook, were drowned in attempting the same feat. The survivors remained on the island for several days, subsisting on flour and cabbage, until they were taken to the mainland by the Indians. From there they went to Gray's Harbor, Second Officer Reed and twelve men proceeding to Astoria, where Captain Bolles of the *Ajax* kindly gave them passage to San Francisco. Captain Austin and the rest of the crew remained at Gray's Harbor to recuperate. The wreck was caused by the chronometer being out of order, as an observation taken on the eighteenth showed the vessel to be seventy-five miles off shore.

British Steamer "Gertrude"

The steamship *Eastport*, from Coos Bay for San Francisco, in charge of James F. Whitney, captain, Alfred Sheppard, chief engineer, H. McIver, second engineer, A. N. McDonough, first officer, and Henry King, second officer, struck a reef north of Point Arena lighthouse July 23d, during a thick fog. The passengers made a rush for the boat before it could be launched, broke the lashings, and all hands fell into the water. Mrs. John Armstrong and two children lost their lives; her husband, with one child, eleven other passengers and the crew, reached shore in safety. The *Eastport* was owned by I. L. Poole, R. D. Chandler, George Fitch and Donald Beedle, and was valued at $85,000, with an insurance of $60,000. The wreck was sold to John Rosenfeld for $300.

Two days after the *Eastport* disaster, the bark *Clara R. Sutil*, Capt. George Caleb, from San Francisco for Coos Bay, sprang a leak during a gale and foundered so quickly that the crew were unable to provision their boats. They all escaped, but were in an open boat for four days and nights before they were picked up, in latitude 39° north, longitude 126° west, by the schooner *Skylark*, Captain Goodman, and taken to San Francisco.

The United States steamship *Saranac*, an old sidewheeler carrying ten guns and three hundred men, struck a rock in Seymour Narrows, June 15th, and became a total wreck. The steamer had been dispatched from San Francisco to Alaska to collect curios for the Centennial Exposition and was in charge of pilot George. At the time of the accident she was running about fourteen knots an hour and struck heavily on her port side. She hung for a moment and then slipped off, filling so rapidly that she was headed at once for Vancouver Island, where she grounded among the rocks, giving the crew barely time to reach shore with their personal baggage and a few stores before she sank out of sight. The *Saranac* was officered by W. W. Green, captain; M. W. Saunders, lieutenant commander; W. H. Parker, navigating lieutenant; G. R. Bush, chief engineer; J. Gamis, assistant engineer; F. T. Gillet, surgeon; F. A. Mulluney, paymaster. On receipt of the news at Victoria, H. B. M. ship *Myrmidon* was sent to the rescue and rendered valuable assistance to the shipwrecked crew.

The American bark *Architect*, Captain Mertage, in ballast from San Francisco for Cementville, on the Columbia, was wrecked on Clatsop Spit, March 28th. She attempted to follow the British ship *Pactolus*, which was sailing in with a pilot on board, but the wind died out, and she drifted on the spit. The anchor was let go, but she struck so heavily that when the tide rose she filled. The crew took to the rigging and were rescued the next day by a lifeboat towed from the Cape by the tug *Astoria* and manned by Lieut. Sam Jones and the Allen brothers. The vessel became almost a total loss, and the wreck was sold to Mr. Carr for $52. The *Architect*, which was owned by the Cementville Mill Company, was built in Rockland, Me., in 1855, registered 279 tons, and was valued at $8,000. She had only recently been placed in this trade, having previously served for ten years between Humboldt and San Francisco. The American bark *Windward*, 782 tons, in command of Capt. A. E. Williams, with a crew of fifteen, sailed from Seattle, December 30, 1875, with a cargo of lumber for San Francisco and at 5:45 P. M. ran ashore in Useless Bay, Whidby Island, during a thick fog, becoming a total loss. The Nicaraguan ship *Pelicano*, Capt. Juan A. Dam, from Callao for Port Townsend in ballast, stranded on the rocks on the western point of Neah Bay at 6:00 A. M., January 19, 1875. A heavy snowstorm prevailed at the time, and a current setting in threw the ship on the rocks before those on board were aware of their proximity to danger. The northeast gale then raging rendered it impossible to launch a boat for several hours after striking, but they finally succeeded in reaching shore, and at 10:00 P. M. the ship bilged and became a total loss. She was a well built vessel of 750 tons register and was valued at $30,000.

CAPT. LESTER A. BAILEY

The American bark *Union*, from Nanaimo for San Francisco, was wrecked on Clarke's Island, near the entrance to Rosario Straits, May 7th, becoming a total loss. On reaching San Francisco the steward claimed to have overheard a plot in which the captain and mate decided to purposely destroy the vessel. Capt. J. M. Mindell, and Deane, his mate, were arrested on this charge, but after an investigation were discharged. The schooner *Alice Haake*, formerly in the San Francisco and Portland trade, was lost in the spring of 1875 in a simoon off the Amoor River. She carried as cargo two steamers built at Stockton for the Russian Government at a cost of $40,000. The wreck came ashore on Sakhalin Island, but nothing was saved from it. The bark *Milan*, a pioneer lumber drogher of the Northwest, burned in Mission Bay, San Francisco, August 17th, with a cargo of merchandise for Yokohama. Pope & Talbot, her owners, estimated their loss at $18,000. The Willamette River steamer *Albany*, Captain Vickers, was sunk on the Long Tom River, January 6th, becoming a total loss. At San Juan Island the schooner *Ontario*, owned by H. L. Tibbals and sailed by James McCurdy, parted her moorings March 25th, and was driven on the rocks by a heavy sea and damaged beyond repair. The British ship *Camille Cavour*, from Port Discovery for Peru with lumber, was abandoned in the North Pacific in October, the wreck afterward drifting ashore at Manzanillo. A similar fate befell the British ship *Liguria* from Burrard's Inlet for Callao, which was abandoned in a waterlogged condition October 11th. The crews of both vessels were rescued. The brig *Willimantic*, an old-time northern trader, foundered off Humboldt, November 3d, and nothing was ever heard of Captain Olsen and his crew of eight men, although the wreck came ashore near Gold Beach. The schooner *Sparrow* stranded near Umpqua, December 4th, and three lives were lost. On the same day the schooner *Isabella*, while *en route* from Nanaimo to Victoria, was wrecked on Vancouver Island, and the steamship *Ventura* at Point Sur, on the southern coast, April 20th.

CAPT. WILLIAM MCNEIL

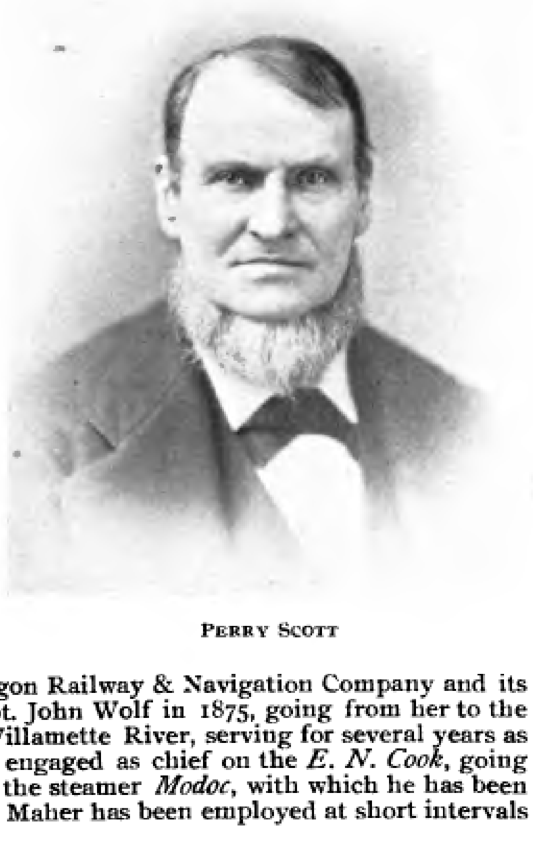
CAPT. Z. J. HATCH

Among the notable deaths of the year was that of Capt. William McNeil, a native of Boston, who passed away at Victoria, September 4th. Captain McNeil first arrived on the Coast in 1816, returned to Boston in 1826 in the brig *Convoy*, and came out again in 1832 in command of the American brig *Llama*, which was sold to the Hudson's Bay Company. Captain McNeil then entered their service and remained with them until 1865. His name finds frequent mention in previous chapters. Capt. Robert Haley, who came to the Pacific Coast from New Orleans in 1850 and commanded the different steamships owned by the Wrights, died in San Francisco, January 31st, aged sixty years. Another pioneer steamship master, Capt. Edgar Wakeman, passed away in Oakland, Cal., May 8th. Capt. Aaron Vickers met his death at Oregon City, February 13th, from the effects of exposure at the time of the sinking of the steamer *Albany*.

After an absence of many years, Captain Ainsworth and his associates of the Oregon Steam Navigation Company again entered the field on the Willamette in 1875. The entering wedge which opened the way for the ultimate control of this trade was driven the year before, when they assisted Holladay in his fight against the Willamette River Transportation Company by running steamers on the Oregon City route. They followed up this advantage in 1875 by absorbing the Willamette River Transportation Company, and incorporating December 29th under the name of Willamette Transportation & Locks Company, with a capitalization of $1,000,000. By the terms of this transfer the former company ceased to exist, and the Oregon Steam Navigation Company, although owning a large majority of the stock in the new organization, remained a separate institution. The officers of the new corporation were: J. C. Ainsworth, president; R. R. Thompson, vice-president; Theodore Wygant, B. Goldsmith, Frank T. Dodge, directors. They acquired the locks at Oregon City, Farmers' Warehouse at Astoria, the water-front recently purchased there by the Oregon Steam Navigation Company, and the steamers *Willamette Chief*, *Governor Grover*, *Beaver*, *Champion*, *Annie Stewart*, *Occident* and *Orient*, and the barges *Autocrat*, *Columbia* and *Columbia Chief*, and afterward secured the Willamette River steamers of the Oregon Steamship Company. The *Occident* and *Orient* were twins, the dimensions of each being: length, one hundred and fifty-four feet; beam, thirty-five feet; depth of hold, five feet; the engines of the former were sixteen by sixty-six inches and of the latter sixteen by seventy-two inches. The *Orient* made her trial trip August 10th, and both of them continued on the Willamette under the flag of the Willamette Transportation & Locks Company until 1879, when the Oregon Steam Navigation Company again took them. Capt. George Jerome was master of the *Orient* for nearly ten years, and, on his death, Sherman Short and John Gore were in command. After a great amount of hard work on the Willamette, she became so old and tender that in 1892 the steamer was sold to Captain Callahan[7] for $1,500. Her new owner rebuilt her, and a year later she struck the draw of Morrison Street bridge, tearing a hole in the bow which sent her to the bottom. She was raised with difficulty, and a few months later sank in the Cowlitz River. The water receding left her high and dry, but before repairs were completed she was totally destroyed by fire. Her companion, the *Occident*, performed good service on the Willamette until 1889, when she was condemned by the Government and retired to the boneyard. Both steamers have been officered at different times by nearly all the prominent steamboatmen on the river, Capt. Miles Bell and Engineer William J. Maher* serving for several years on the *Occident*.

CAPT. ERNEST W. SPENCER

The Oregon Steamship Company replaced the steamer *Albany*, lost the preceding year, with the *Bonanza*, launched at Oregon City in July, making her trial trip August 7th. Capt. J. D. Tackaberry was her first master. A year later she sank at Rock Island, remaining submerged for three months before she was raised and repaired. After passing into the hands of the Oregon Steam Navigation Company, she found steady employment on the Willamette until 1888, when, in command of her first master, she struck a sunken rock while making a landing at Wallings and went to the bottom. The machinery was saved, but the boat passed out of existence. James Wilson, Miles Bell



PERRY SCOTT

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[7] Capt. Thomas Callahan was born at St. Johns, Newfoundland, in 1836. He ran away from home and went to sea at the age of ten and began sailing on deep-water vessels, arriving in San Francisco in 1852. He subsequently returned East and sailed out of Boston for about twenty years, five of which were spent as mate on Atlantic steamers and the rest in command of sailing vessels. He went to San Francisco in 1876 and took command of a schooner bound for Cocos Island, in search of treasure supposed to be hidden there. On returning from this expedition six months later, he went to Portland and engaged in boating on the Columbia River. He assisted in the construction of the *Huntress* and two other schooners, sailing the former a few seasons, and was afterward in the employ of the Oregon Railway & Navigation Company for six years as bargemaster. He then built the steamer *Margie* from the hull of the old *Eliza Ladd*, and after running her five years sold her to go to the Sound and purchased the steamer *Orient*, with which he was very unfortunate, sinking her several times and finally losing her by fire in September, 1894.

* William J. Maher, engineer, Portland, Or., has been in the employ of the Oregon Railway & Navigation Company and its predecessors for over twenty years. He was second engineer on the *Oneonta* with Capt. John Wolf in 1875, going from her to the *Wide West*, where he held a similar position. He was next on the *Occident* on the Willamette River, serving for several years as chief engineer with Capt. Miles Bell, John Gore and Sherman Short. In 1887 he was engaged as chief on the *E. N. Cook*, going from her to the *S. G. Reed*, on which he remained for several years. In 1892 he joined the steamer *Modoc*, with which he has been connected most of the time since that date. In addition to those above mentioned, Mr. Maher has been employed at short intervals on a number of other steamers owned by the Oregon Railway & Navigation Company.

and L. A. Bailey are the best known among her commanders. The Oregon Steam Navigation Company launched the fine steamer *Bonita* in March, 1875, for the lower river trade. She made her trial trip April 22d. Capt. George Pease had command for the first year, and in 1876, during the seaside rush, she was put on the Astoria route as a special night boat, with a passenger rate of five dollars. Capt. George Ainsworth ran her to Kalama and Astoria in 1877, and for the next five years she was in charge of Captain Babbidge on the same route. Capt. John Wolf afterward ran her to the Cascades. As finer boats appeared, the *Bonita* was withdrawn from the passenger traffic except for occasional trips, but, when the *Wide West* became too old and expensive for the Cascade run, the *Bonita* was placed in that service. While in command of Capt. A. B. Pillsbury she was wrecked on Fashion Reef during a severe windstorm, December 7, 1892. Unsuccessful efforts were made to float her, and she was finally dismantled. The *Bonita* was one hundred and fifty-five feet long, thirty feet beam, six feet hold, with engines sixteen by seventy-two inches. The steamer *Champion* was launched at Oregon City, June 28th, making her trial trip two weeks later. She was one hundred and fifty-seven feet long, thirty-five feet beam, and five feet six inches hold, with engines from the *Shoshone*, sixteen by forty-eight inches. James Wilson, her first captain, was succeeded in 1876 by William P. Gray. George Jerome, Miles Bell, L. A. Bailey, George Reynolds and J. L. Smith were among the best known of her masters. She lasted until 1891 and was then dismantled at the Oregon Railway & Navigation Company's boneyard.

Capt. George Raabe

The remarkable success of the steamer *Ohio* induced Captain Scott and his associates to increase their facilities, and in May, 1875, the U. B. Scott Steamboat Company was organized by U. B. Scott, L. B. Seely, Z. J. Hatch,[8] S. H. Brown and M. S. Burrell. Under the supervision of the head of the company, the steamer *City of Salem*, the finest Willamette steamer yet floated, was built, making her trial trip October 21st. The success of this steamer was but a continuation of that enjoyed by the *Ohio*. She could carry an immense load on very shallow water, and when light her master asserted that all she needed to run on was a heavy dew. In February, 1876, she ascended the Santiam as far as Jefferson. In July, 1878, her engines were replaced by larger ones, those of the *City of Salem* being transferred to the *Ohio*, and when she was again in service she was commanded by Capt. E. W. Spencer, J. W. Newkirk, purser, Perry Scott,[9] engineer.

Capt. Orrin S. Waud

Capt. L. A. Loomis

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[8] Capt. Z. J. Hatch was born in Monticello, N. Y., in 1846, came to Portland in 1872 and found employment in the engineering department of the Northern Pacific Railroad. In 1873 he removed to Tacoma, where he served as book-keeper and paymaster for the Tacoma Land Company, then clearing and grading for the new town. He went to Portland in 1874 and ran as purser for Capt. U. B. Scott and L. B. Seely, who had just completed the *Ohio*, the first light-draft steamer on the Willamette. In 1875 Hatch secured a one-fifth interest in the U. B. Scott Steamboat Company and was associated with U. B. Scott, L. B. Seely, S. H. Brown and M. S. Burrell. The company built the *City of Salem* and operated her in connection with the *Ohio*, with Hatch as purser. In 1876 he acted as agent of the company at Portland, remaining in this position until 1879, when he disposed of his holdings and engaged extensively in the wheat business. In 1877 he secured the *A. A. McCully*, with which he was very successful, and in 1881 he constructed the steamship *Yaquina*, which burned the following year. In 1885 the *A. A. McCully* was burned at Cascade Locks, where she had been taken to attempt the passage up over the rapids. At the time of the Cœur d'Alene mining excitement, in company with I. B. Sanborn, Hatch built the sternwheel steamer *Cœur d'Alene*. After retiring from that venture he formed a partnership with Frank E. Smith, bought the steamer *Fleetwood* and took her from the Columbia to Puget Sound. When the Columbia River & Puget Sound Navigation Company was organized the *Fleetwood* was absorbed and Hatch retired. He then began the construction of the *Monticello*, which he completed early in 1891.

[9] Perry Scott was born in Ohio, where he followed his profession as marine engineer for a great many years, and in 1876 came to Portland and began running with his brother, Capt. U. B. Scott, on the *City of Salem*, remaining there for six years, except for a few months while he was engaged on the steamer *Northwest*, between Wallula and Lewiston. In 1882 he was appointed chief of the transfer boat *Frederick Billings* at Ainsworth, but returned to the lower river and ran for a year with Captain Spencer on the steamer *Salem*, and was also on the snagboat *Corvallis* for a year with Capt. John Gore. He was afterward on Joseph Kellogg's steamers for nearly three years, and in 1888 ran for a short time on the *Telephone*, going from her to the snagboat *Willamette*, and subsequently to the steamer *George W. Shaver*. At intervals during his career on the river he has fitted out a number of

Captain Sanborn[10] was also master of the steamer in 1878, and James D. Miller ran her in 1880. In 1881 she was purchased by William Reid, better known as Dundee Reid, who used her in connection with the Oregonian Railroad. Capt. J. P. Coulter handled her for a short time, and George Raabe was in charge for six years. She was thoroughly overhauled in 1884, and the following year, while coming down the river in May, broke a shaft and was taken in tow by the steamer *Isabel.* The tow line was so long and it gave the *City of Salem* so much swing, that in passing Rock Island Rapids she struck a sunken reef, tearing a hole eight feet long in her port side. She was afterward raised and ran until about 1890, when she was tied up. The *City of Salem* was one hundred and fifty-one feet long, thirty-three feet beam, and four feet six inches hold. She was originally equipped with slide-valve engines fourteen by forty-eight inches, but poppet valves of larger size were afterward substituted.

CAPT. AL HARRIS

The *Clatsop Chief*, a small sternwheeler, was built at Skipanon, Oregon, below Astoria, in 1875, to run between Astoria and Clatsop Landing, and, as she was not adapted to the trade, was sold to Portland parties, Capt. F. B. Jones[11] of that city operating her for many years. She came prominently before the public in 1881 as the victim of a collision in which she was cut in two by the steamship *Oregon.* Captain Jones used her exclusively as a towboat, thus earning the money with which he built other more pretentious steamers. She was fifty-eight feet long and thirteen feet beam originally, but when rebuilt was lengthened twenty-six feet. She was retired from service in 1889. Other additions to the steam fleet on the Willamette and Columbia were the freight steamer *Willamette Squaw*, a seventy-five-foot scow, with a nine by sixteen inch engine, owned by T. B. Nelson and run by E. C. Lakin, the steam ferries *Eliza Ladd*, built by A. J. Knott, the *Albina* by S. S. Douglass, and the *Red Jacket*, operated by Captain Jones on the Vancouver ferry route. The tug *Portland*, launched at the Oregon metropolis April 9, 1875, was used on the Columbia and Willamette rivers for fifteen years, and was then taken to Puget Sound, where she is still running. Henry Wilson was her first master and owner, and Capt. O. S. Waud[12] afterward purchased and ran her for several years. The

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steamers with machinery, and assisted in this work on the *Undine*, *Governor Newell*, new *Telephone*, and the transfer boat *Tacoma*. Mr. Scott retired from active service about two years ago and has since resided in Portland. His son, Wesley Scott, is a well known marine engineer, as was also another son, Newton Scott, deceased, who was for a number of years chief on the *Telephone*.

[10] Capt. Irwin B. Sanborn was born in Oregon City in 1849, and commenced steamboating in the employ of the People's Transportation Company on the *McMinnville*, going from her to the steamer *Onward*. He was on the *City of Quincy* for about a year, and then entered the employ of Captain Scott on the *City of Salem*. After leaving the latter he purchased an interest in the steamer *A. A. McCully*, and was master of her for five years, finally disposing of his holdings on the Willamette to engage in steamboating on Lake Cœur d'Alene. With Z. J. Hatch he built the first steamer of any consequence on the lake and operated her until she was purchased by the Northern Pacific Railroad Company. He was then put in charge of the company's steamboat property on the lake, and replaced the *Cœur d'Alene* with the steamer *Georgia Oakes*, one of the fastest sternwheelers in the Northwest. He also built the *Kootenai*, which is operated on the lake during the winter, when ice prevents the *Oakes* from running, and owns the little propeller *General Sherman*, built at the fort by Post-trader King, using her for towing a barge made from the hull of the pioneer steamer *Cœur d'Alene*. Captain Sanborn is still a young man and has been eminently successful in his steamboat work.

[11] Capt. F. B. Jones was born in Detroit, Mich., in 1838, and came to the Pacific Coast in the early seventies. After his arrival he engaged in barging on the river, and in 1876 took command of the steamer *Clatsop Chief*, which he ran for eleven years, and then built the steamer *Maria*, with which he was engaged in towing logs until 1892. The Willamette & Columbia River Towing Company was then formed, with Captain Jones as president. In October, 1892, they built the steamer *Vulcan*, which took the *Maria's* place and is one of the fastest boats on the Columbia or Willamette rivers. Two years later Captain Jones constructed the steamer *Eugene*, which he has since operated in the freight and passenger trade between Portland and Eugene City. He was owner of the *Clatsop Chief* when she was sunk by the *Oregon*, but succeeded in raising her, and she performed a great deal of work for many years. Until the steamer *Eugene* was built, Captain Jones confined his operations exclusively to towing and freighting, and in that line has been remarkably successful.

CAPT. FRANK ODIN

[12] Capt. Orrin S. Waud was born in Portland in 1854, and began steamboating in the early seventies. He was on the *Otter* in 1877, and a year later took command of the steamer *Westport*, which he ran for about nine months, and then chartered the *Maria Wilkins*, which he left a year later to go as master of the *Clatsop Chief*. He then purchased the tug *Portland* from Wilson Brothers, and, after operating her for three years, disposed of her and purchased an interest in the steamer *Governor Newell*, which was used in towing rock from Fisher's Landing on the Columbia to the jetty at Fort Stevens. He was afterward master of the tug *Lincoln* in the Government employ for two years, and, when Captain Taylor purchased the steamer *Salem*, he had command of her on the Astoria and Yamhill routes, remaining about three years. On leaving the *Salem* he purchased the steamer *Manzanillo*, in partnership with Captain Jones, and served as master for two years, subsequently going to the steamer *Dalles City* for a short time. On completion of the Willamette steamer *Eugene* he was put in charge and is still running her.

largest steamer yet constructed on Shoalwater Bay, the *General Canby*, was launched at South Bend in 1875 for the Ilwaco Steam Navigation Company, of which L. A. Loomis[13] was manager. The *General Canby* arrived at Astoria on her first trip September 16th, in charge of Capt. John Schofield, who was succeeded by Capt. W. P. Whitcomb,[14] and in command of the latter she continued on the Ilwaco route, with occasional trips to Gray's Harbor and Shoalwater Bay, and in the towing service. Whitcomb remained in charge until 1882, when he left to take command of the new steamer *General Miles*, and was succeeded by Thomas Parker, who has had charge for over twelve years. Capt. George A. Whitcomb[15] also served on the steamer, and W. H. Clough was her first engineer. In 1894 the Ilwaco Railway & Navigation Company, which succeeded the Ilwaco Steam Navigation Company, sold the steamer to Puget Sound parties, and since her arrival at Seattle she has been on the Port Orchard route. The *Canby* is ninety-three feet long, eighteen feet beam, seven feet six inches hold, with engines eighteen by twenty inches. Capt. Al Harris,[16] well known in marine circles at the mouth of the Columbia, assisted in her construction. The steamer *Teaser*, built on the middle river, was brought over the Cascades for the Oregon Steam Navigation Company by J. W. Brazee and Engineer Carroll and was sent to Puget Sound, arriving at Seattle, July 8th, going to work on the Snohomish route. The Oregon Steam Navigation Company also sold the steamers *Otter* and *Wenat* for service on the Sound, the former arriving at Seattle, September 20th, and entering the service of the Renton Coal Company. The *Wenat* was subsequently in the employ of the coal company on Black River. At Coos Bay the steam tug *Fearless*, built at San Francisco the previous year, made her appearance in command of Capt. James Hill, who remained with her for fourteen years, with the exception of two, when she was in charge of Capt. Robert Lawson and Capt. John Erickson. The *Fearless* was eighty-five feet long, twenty-two feet beam, and nine feet hold. She was employed at Coos Bay and the Umpqua, with occasional trips to the Columbia, until 1889, when she perished with all on board (see wreck of *Fearless*, 1889). The steamer *Restless*, a small sternwheeler, was constructed at Gardiner in 1875

Capt. William B. Seabury

William McClure

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[13] L. A. Loomis, who, for the past twenty-five years, has been a conspicuous figure in transportation circles on Shoalwater Bay and the lower Columbia, came to the Pacific Coast in 1852, and after mining for a few years took up his residence at Pacific City, now known as Ilwaco. In 1857 he returned to the East, remaining until after the close of the war, and came West again in 1872. He established a stage line from Ilwaco to Oysterville in 1873, and afterward organized the Ilwaco Steam Navigation Company, which was a forerunner of the present Ilwaco Railway & Navigation Company, of which Mr. Loomis is president. His first steamer was the *General Canby*, and in 1881 she was reinforced by the *General Miles*. In 1878 he organized the Shoalwater Bay & Gray's Harbor Transportation Company, built the steamers *General Garfield*, *Montesano* and *Governor Newell*, and was president of this company during its entire existence. When the Ilwaco Railway & Navigation Company superseded the old corporation, Mr. Loomis continued in charge, and has recently increased the fleet by purchasing and rebuilding the *Suomi*, now running under the name *Ilwaco*, also with the handsome steamer *Ocean Wave*, constructed for the seaside travel between Portland and Ilwaco.

[14] Capt. W. P. Whitcomb, the second brother of a well known family of steamboat captains, was born in Oregon in 1848, and has been engaged in the marine business upward of thirty years, serving for nearly twenty-five years as master. He was in the employ of the Ilwaco Steam Navigation Company for over ten years, handling their steamers *General Canby* and *General Miles*. The latter was engaged mostly in the coasting trade and in towing on the Columbia bar, in which service Captain Whitcomb has been very successful. About 1869 he became weary of the continual tossing on the rough waters of the harbor bars and went inland, purchasing an interest in the Kellogg Transportation Company and taking command of the steamer *Joseph Kellogg*, which he has since handled on the Cowlitz route.

[15] Capt. George A. Whitcomb was born in Willapa in 1854, and in 1882 commenced steamboating on the *General Canby*, on which he served as mate for two years. He was afterward master of the *Varuna* for a few months and later on of the *Quickstep*, which he operated between the Columbia and Gray's Harbor. He then returned to Shoalwater Bay and joined the steamer *South Bend*, remaining with her as master for nine years on the Bay, Gray's Harbor and the Columbia River. He was also employed on the steamer *Polar Bear* for a year as pilot.

[16] Capt. Al Harris was born in Buffalo, N. Y., in 1848. While a boy he served in the army during the Civil War, and wandered about the West until 1869, when he went to the Columbia River and assisted in building the steamer *General Canby*. He was afterward master of the *Varuna* and a number of other small steamers out of Astoria. In 1881 he entered the United States Life Saving Service as keeper of the station at Fort Canby, remaining in charge for nearly thirteen years, during which time he made an enviable record for efficiency in his work and was instrumental in rescuing a great many people. He retired from the service about a year ago and is now living near Ilwaco.

by L. B. Emmery. She was first in command of Captains Reed[17] and Wade, who were succeeded by A. E. Small, R. M. Chapman and Godfrey Seymour, the latter having had charge for the past ten years. The steamer is still running, although she has been rebuilt and altered considerably since she was launched. Her dimensions are: length, seventy-two feet; beam, sixteen feet; depth of hold, four feet six inches, with engines nine by thirty-six inches.

MILES SHORT

EDWARD P. WOODS

Branch licenses were issued in 1875 by Pilot Commissioners Wadhams, Van Dusen and Warren to Eric Johnson, Eli Hilton and Thomas Doig, Columbia bar pilots; to Phil Johnson, P. E. Ferchen, H. A. Snow, Granville Reed, M. M. Gilman, Irving Stevens, Hiram Brown and Richard Hoyt, river pilots. Competition on the steamship lines north from San Francisco was confined mostly to the steamers running to Victoria. The fare on the *Pacific* and *Salvador* occasionally dropped to $4 cabin and $2 steerage. The Pacific Mail Company operated the steamer *Mohongo*, Charles Thorn, captain, J. G. B. King, chief engineer. She was an iron sidewheeler of 1,300 tons built for the Government in 1864 and sold to Holladay after the close of the war. The *Vasco Da Gama*, a 1,900-ton steamship constructed for the China trade in 1873, was on the Victoria route in July in opposition to the Pacific Mail. She was in command of Capt. J. T. Rice, C. H. Hewett,[18] first officer, James Taylor, chief engineer, and P. C. Howard, purser. In August the new steamship *City of Panama*, Captain Seabury,[19] D. E. Griffith,[20] first officer, made her initial trip to Victoria and the Sound. She had been built at John Roach's yard a few months before, and in command of Seabury ran north for several years. The steamship *Dakota*, Morse, captain, McClure,[21] chief engineer, came on the route in October and continued there for nearly ten years. Morse left her in 1883 to take command of the steamship *Alameda*, where he still remains. Among the engineers serving on the steamer were

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[17] Capt. J. C. Reed, of Hoquiam, Wash., was born in Maine and came to the Pacific Coast about eighteen years ago. His first work was on the Umpqua River with the steamer *Restless*, on which he served for five years, thence going to Gray's Harbor for a year with the steamer *Arago*. He subsequently returned to Coos Bay, where he ran the *Cruiser* for a year and then took command of the *Traveler*, of which he has been master for the past eight years, operating her and occasionally other tugs for the same company on the Umpqua, Columbia River, Coos Bay and Gray's Harbor bars.

[18] Capt. Charles H. Hewett was born in England in 1820 and began sailing on English vessels over fifty years ago. From this vocation he went to the Cunard Steamship Line and remained there for many years. He entered the employ of the Pacific Mail Steamship Company in 1850 and retained his position for over thirty years, most of the time on the Pacific Coast. He left this service to take command of the Pacific Improvement Company's steamship *San Pedro*, where he remained until she was lost in 1891.

[19] Capt. William B. Seabury was born in New Bedford, Mass., in 1840, and commenced his marine service at Philadelphia while a boy on a vessel in the Brazil sugar trade. He was employed on sailing vessels out of New York until 1864, his last ship being the *Gertrude*, of which he was first officer. He then joined the steamship *Ocean Queen* of Commodore Vanderbilt's line as quartermaster and then as second and first mate. In 1865 he occupied the former position on the steamship *Baltic*, running to the Isthmus, in December, 1873, subsequently joining the *Grenada* as first officer. Soon after her arrival in San Francisco in March, 1874, he was promoted to the captaincy of the steamship *Arizona*. In March, 1875, he was given command of the *City of Panama*, running north with her for four years, except for a few trips when she was relieved by the *Constitution* and *Alaska*, which he also handled, and was in command of the former when she was burned. While in the employ of the Pacific Mail he had charge of all the large steamers owned by that company and superintended the building of the steamer *China*, nearly every detail of her construction being left to his judgment. He took command of her as soon as she was completed and has run her since between San Francisco and China.

[20] D. E. Griffith, mate and master, was born in New Jersey in 1843 and enlisted in the United States Navy during the Civil War, at the close of which he went into the deep-water trade. In 1868 he visited San Francisco as quartermaster on the steamship *Nebraska*, afterward occupying similar positions on the *Montana*, *Sacramento* and *Colorado*, and subsequently served as third and second officers on these steamers. He was first officer with Captain Seabury on the *City of Panama*, and ran north on the *Dakota* for about two years, commanding the steamship for a few trips during the absence of Captain Morse. With the exception of an interval from 1886 to 1892, he was in continuous service on the Pacific Coast for twenty-seven years, and was first officer of the Pacific Mail Steamship Company's steamship *Colima* when she foundered off Manzanillo, Mexico, May 27, 1895, going down with the ship, in which catastrophe 187 people lost their lives.

[21] William McClure, chief engineer, was born in England in 1832 and came to the Pacific Coast as water-tender on the old steamship *Colorado*, and when she went on the Panama route he was promoted to the position of third assistant engineer. He continued in the employ of the Pacific Mail to Panama and to China until 1876, when he was appointed chief on the *Dakota*, and in that capacity ran north four years, making occasional trips on the *Alaska* and *Constitution*. After leaving the northern route he began running to China, and has since remained in that trade, being at present chief engineer on the *City of Peking*.

Edward P. Woods,[22] Miles Short[23] and Charles Carson.[24] In 1878 the *Dakota* reduced the record from Victoria to San Francisco to sixty-six hours. The *Los Angeles*, which was on the northern routes, was in command of Captain Sholl, with Jeff Howell, afterward lost on the *Pacific*, as mate. She broke a shaft off Tillamook in February and was given up for lost, but Howell landed on the beach and made his way overland to Astoria, where he secured a tug, which towed the vessel into port. The *Gussie Telfair*, Capt. John Gardiner, was back on her old run in 1875, making trips from Portland to Neah Bay, Port Townsend, San Juan, Orcas Island, Victoria, New Westminster and Nanaimo.

Capt. W. H. Patterson

The Oregon Steamship Company, which still retained possession of the *Little California*, operated her on the route from Victoria to the Cassiar mines, Sitka and Fort Wrangel. When the steamship war ended, the Goodall, Nelson & Perkins Steamship Company, consisting of Charles Goodall, Chris Nelson, George C. Perkins, John O'Farrell, John Rosenfeld, N. S. Winganger and Edwin Goodall, purchased from the Pacific Mail Company the steamships *Mohongo*, *Orizaba*, *Senator*, *Pacific*, *Gypsy* and *California* for $230,000, and also secured the *Fidelater* from William Kohl. They afterward sold the *California* to Nicholas Bichard for $10,000, and the pioneer steamship was converted into a bark. The Pacific Mail Company also disposed of their sidewheelers *Costa Rica*, *Oregonian*, *Golden Age* and *Nevada* to a company in Japan, retiring from all Coast routes, but reserving the right to land their Panama steamers at any of the docks along the southern coast. On Puget Sound, Contractor Moore began filling his mail contract with the steamer *Favorite*, commanded by Capt. W. I. Waitt, with the *Blakely* assisting. The Starr Brothers, who had developed into fighters fully as aggressive as Finch & Wright, their predecessors, reduced the fare on the *North Pacific* until in June passengers were carried from Olympia to Victoria and return for twenty-five cents, and the rate through to Portland was but $7.50. Samuel Coulter of Portland purchased the steamer *J. B. Libby* and operated her on the Bellingham Bay mail routes semi-weekly. The Cassiar mining excitement made steamboating on the Stickeen River profitable. Capt. John Irving was running the steamer *Glenora*, and William Moore built the *Gertrude* and started her there in opposition. The *Otter*, Captain McCulloch, made a few trips to the new gold region for the Hudson's Bay Company, and the *Grappler*, Captain

Capt. John C. Gore

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[22] Edward P. Woods, engineer, was born in Milton, N. Y., in 1832, and in 1858 reached the Pacific Coast on the steamship *Herman*, with which he remained until she was laid up. Afterward, when the *Herman* reappeared in the Victoria trade, he worked as first assistant, leaving her to enter the service of the Pacific Mail Company. He was engaged two years on the steamer *Golden Age*, after which he joined the *Sacramento* and subsequently the steamer *China*, all on the Panama route, and was then employed on the steamships *Colorado* and *Great Republic* for two years in the China trade. After this he visited New York on a revenue cutter, returning fourteen months later on the steamer *Coloma*, with which he ran to Australia for a few months, and then again went back to New York and came out on the steamship *San Francisco*, with which he remained for a year, leaving her for the steamship *Dakota*, running to Puget Sound. While there he met Capt. Tom Wright and was induced to go on the *Eliza Anderson*. He was in that locality for about a year, and then went to San Francisco and spent several years in the northern lumber trade on the schooner *Lelia*. In 1889 he joined the old whaler *Belvidere* and spent a year in the Arctic on a whaling expedition. He was subsequently in the employ of the Alaska Commercial Company and the Alaska Packing Association, making several voyages north in their service. He also spent some time on the steamers *Venture* and *Tillamook*, and, when the old steamship *Wilmington* was running to Honolulu, he had charge of her engines. He at present is connected with the *Vigilant*.

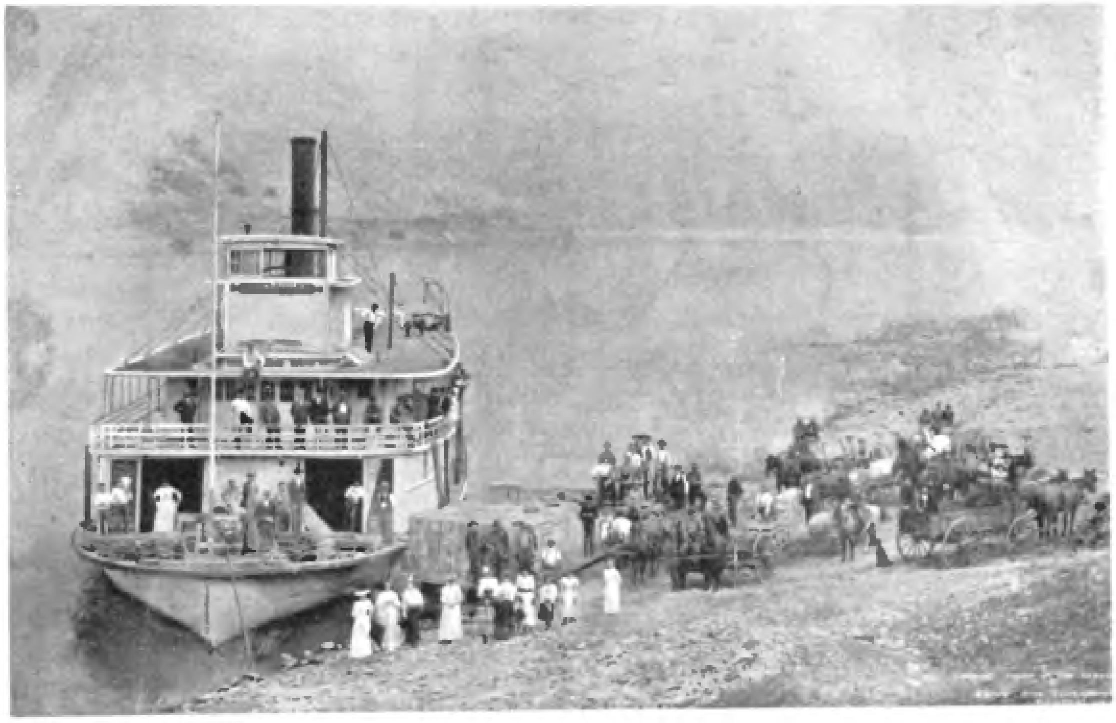
[23] Miles Short, engineer, was born in Ireland in 1842 and shipped on the steamer *British Queen*, sailing between Liverpool and Havre, in 1861. He was afterward on steamships plying to South Atlantic, Mediterranean and Black Sea ports until 1876, when he came to the Pacific Coast on the *City of New York*, serving for five years as assistant engineer. He subsequently ran north for a year and a half on the steamship *Dakota*, and after leaving her was engaged as assistant engineer on the *Salinas*, *Alexander Duncan*, *Yaquina* and *Santa Cruz*. He was with the *Alexander Duncan* over three years, and with the exception of a short time on shore has been with the *Santa Cruz* for over five years.

[24] Charles Carson, engineer, was born in New York in 1842, commencing his marine life in his native city. He came to the Pacific Coast in 1862 as oiler on the steamship *Constitution*, remaining with her for nine years, and finally reached the position of chief engineer, which he held for three years, after which he put in two years in a similar position on the steamship *China*. He was subsequently chief on the *Great Republic*, the *Dakota*, with which he ran north for three years, the *Colima*, the *Grenada* and the *San Jose*. He resigned from the latter steamship because of ill health and remained ashore four years. On his return to the profession he became chief engineer on the steam schooner *Jeanie*, which he left for a similar position on the *Cosmopolis*, and six months later returned to the employ of the Pacific Mail ou the tug *Millen Griffith*, where he has since remained.

William Scott,[25] was also running north. The *Royal City*, a fine sternwheeler one hundred and twenty-eight feet long and twenty-six feet beam, with engines twenty by sixty inches, was launched on the Fraser by Captain Parsons, making her *début* April 14th between New Westminster and Yale, in command of Captain Insley. The steamer was afterward secured by Capt. John Irving and under his management took a prominent part in the numerous steamboat wars on that river. With the exception of Irving, the two Odins[26] were the most prominent masters of the steamer.

Victoria's steam fleet was further increased by the tug *Etta White*, completed a few years before on Puget Sound, and, in December, McQuade & Co. launched the *Bonanza*, a schooner-rigged craft ninety-two feet long, twenty-six feet beam, and six feet hold. On Puget Sound T. W. Lake[27] built the *Fanny Lake*, a fine sternwheeler, for Messrs. Diggs & True, who operated her in the White River trade. Hall Brothers' shipyard at Port Ludlow added seven fine vessels to the Pacific Coast sailing fleet. They were the two-masted schooners *Annie Lyle*, 195 tons; *Cassie Hayward*, 197 tons; *Ida Schnauer*, 215 tons; *La Geronde*, 204 tons; *American Girl*, 225 tons; three-masted schooner *Emma Utter*, 297 tons; *William L. Beebe*, 296 tons. Of these the *Ida Schnauer*, now owned by A. P. Lorentzen of San Francisco, the *Emma Utter*, by F. Gee, the *La Geronde*, by H. J. Lumswaldt, and the *American Girl*, by C. G. Athearn of San Francisco, are still in active service. The *L. J. Perry*, a schooner which for the past dozen years has been running as a steamer, was launched at Port Gamble in July. Her dimensions are: length, seventy feet; beam, sixteen feet; depth of hold, five feet. The schooner *Pio Benito*, built by Hall Brothers in 1874, was wrecked in August on the Central American coast.

Coos Bay also added a couple of fine vessels to the coasting fleet, the schooner *Pannonia*, 240 tons, constructed for Captain Costelle, and the three-masted schooner *Laura May*, 330 tons, for E. B. Deane & Co. Both of these were built by H. R. Reed at Marshfield, and the latter is still afloat, the *Pannonia* having been wrecked near the South Sea Islands a few years ago.



STEAMER "ALMOTA" AT WAWAWA LANDING, SNAKE RIVER

Among the fast passages of the Northwestern fleet were those of the *Jane A. Falkenberg* from Honolulu to Astoria in a few hours less than thirteen days, and of the ship *Gatherer* over the same course in fifteen days. The remarkable feature of the latter performance consisted in covering 1,073 miles in seventy-two hours, her runs for three consecutive days being 375, 350 and 348 miles respectively. The ship *Western Shore* beat the steamship *Oriflamme* two and a half hours on the trip from San Francisco to the Columbia River. The *Oregon Flyer* left the Bay City at noon November 27th and reached the Columbia River, December 1st, making the run in seventy-six hours.

Steamboats were a novelty as yet on Shoalwater Bay, and passengers, mail and freight were carried in swift-sailing schooners and sloops. Among the best known of these craft were: the *Great Eagle*, Capt. John

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[25] Capt. William Scott was born in London in 1839, and at the age of fourteen was sailing out of Melbourne in merchant vessels. In 1856 he was master of the steamship *Golden Age* between San Francisco and Panama, in 1858 quartermaster with De Wolf on the *Brother Jonathan*, and later on the *Labouchere*, and also ran as mate and second mate on the old *Fidelater*, *Alexander* and *Enterprise*. In 1872 he was on the *Cariboo and Fly*, in 1875 was master of the sloop *Thornton*, and afterward took command of the *Grappler*. In 1876 he was appointed pilot for the Victoria district and continued there for seven years. In 1884 he took charge of the steamer *Pilot*, and after running her for a time retired from the water. He spent a season in the Cariboo mining district in 1861, and in 1862 ran between Victoria and the Sandwich Islands on the schooner *Alberni*. He was also second mate on the bark *Martha Rideout* in 1869 between Victoria and Australia, and at intervals between the dates mentioned has been engaged in marine ventures on his own account in the West coast trade.

[26] Capt. Frank Odin, of New Westminster, B. C., was born at Point Roberts, Washington Territory, in 1863, and began steamboating on the Fraser River in 1877. He is a son of the well known Capt. George Odin and naturally rose rapidly from the ranks, attaining command of the *Royal City* before he reached his majority. He ran on the Fraser as pilot with Capt. John Irving for many years, and was one of the first masters on the upper Columbia, Kootenai and Skeena rivers. He left the steamer *Caledonia* on the last-named stream in 1892 and since that time has been running on the Fraser. His reputation as a swift-water navigator is second to none, and his skill and fearlessness in handling steamers in dangerous places in foggy weather and on dark nights has earned for him the sobriquet "nighthawk." Captain Odin is still following his profession on the Fraser, and has recently been connected with the steamer *Transfer*.

[27] T. W. Lake, boatbuilder, was born in Norway in 1825 and began the construction of boats at Seattle in 1874. His first product was the steamer *Fanny Lake*, which he launched for Captain True. The following year he built the tug *Hope*, and since then has completed the steamers *Lillie*, *Ena*, *Daisy*, *J. E. Boyden*, *Rainier*, *Lucy*, *Lone Fisherman*, *Brick*, *J. C. Brittain*, *W. F. Munroe*, *J. R. McDonald*, *Occident*, *Ellis*, *Grace*, *Island Belle*, *Mabel*, *Cascades*, and one or two others.

Brown; *Mary Soule*, Al Soule; *Minerva*, J. H. Whitcomb; *Serena*, Charles Finley; *Lib Smith*, James Johnson; *Artemisia*, E. G. Loomis; *Humming Bird*, Thomas Crellin; and *Mary V. Marion*, Richard Marion. The Columbia River grain fleet for 1875 was smaller in number, but the total tonnage was much greater than the year preceding. It included twenty-nine British ships, ten British barks, two Norwegian barks, two German barks, five American barks, and four American ships, including the Oregon built *Western Shore*, making a total of fifty-two vessels, the most important of which was the British ship *Baron Abedare*, 1,708 tons, the largest ship that had yet visited the port. The smallest of the fleet was the British bark *Carn Tual*, 496 tons. Twenty-four of the vessels were over 1,000 tons, sixteen over 1,200 tons, and six of them over 1,400 tons.

CAPT. FRANK B. TURNER

The farmers of the Willamette Valley, from the days of the *Hoosier* and the *James Clinton*, were hostile to anything which bore the appearance of a monopoly, and, as a result, it was always an easy undertaking to form a steamboat company along the waters of that stream. The first organization of this nature after the collapse of the Willamette Transportation Company was the Farmers' Transportation Company, incorporated in July, 1876, at Oregon City, by Capt. J. W. Cochrane, F. O. McCown and F. Dement. The new company made contracts with the farmers by which they agreed to carry wheat from November 15, 1876, until June 1, 1877, at a rate of ten cents per bushel. To fulfill this agreement the steamer *S. T. Church* was launched at Portland in November, departing on her first trip December 19th and returning a few days later with one hundred and seventy-three tons of wheat. Captain Cochrane was in command during the first year of her career, but in 1877, when she passed into the hands of the People's Protective Transportation Company, L. E. Pratt was put in charge, remaining until 1879, when she became the property of the Oregon Steam Navigation Company. Captains Baughman, Emken, Wilson, E. F. Coe, Bailey, Patterson,[28] Short, Gore, and a number of others, then handled the old craft until she ended her career in the latter part of the eighties. The *S. T. Church* was one hundred and seventy feet long, thirty-five feet beam, five feet hold, with engines seventeen by seventy-two inches. The People's Protective Transportation Company, which succeeded Cochrane and his associates, was officered as follows: Henry Warren, president; J. C. Cooper, secretary; H. Warren, W. McChristman, W. T. Newby, J. K. Sampson and W. Savage, directors. They built the steamer *McMinnville* at Canemah for the Yamhill River trade, and she was launched in November, but did not make her trial trip until February, 1877. Capt. I. B. Sanborn, the Cœur d'Alene steamboatman, was master until 1879, and from that date until 1891 the Oregon Steam Navigation Company's Willamette captains had charge of her. In February of that year she was taken to Salem and used as a wharf boat until November, and was then dismantled and burned to obtain her iron.

CAPT. JAMES H. WOOLERY

Financial reverses had eliminated almost the last vestige of the power formerly wielded by Ben Holladay, and his name no longer appeared in connection with the Oregon Steamship Company. At the annual election of officers, held April 13th, Henry Villard was made president, George W. Weidler, vice-president, John D. Biles, secretary, and Henry Villard, Milton S. Latham, J. M. Streetem and J. D. Biles, directors. Appreciating the advantage held by the Willamette Locks & Transportation Company, Holladay's successors disposed of their steamboat interests to the Oregon Steam Navigation Company, which was then capitalized at $5,000,000, and was slowly but surely perfecting a grand consolidation of all branches of the transportation business on the Willamette and Columbia rivers. The fleet of grain ships which yearly came to the Columbia had by this time become so large that the work of towing them up and down the river was exceedingly remunerative. Buchanan Brothers, who were the pioneers in this branch of steamboating, had discovered that their tug *Ben Holladay* was no longer suitable for the large vessels arriving, and in 1875 they began the construction of the first sternwheel steamer built exclusively for towing purposes. The craft was named the *Ocklahama*, and contained the engines formerly in Capt. William Moore's Victoria steamer *Alexander*. Before she was finished, the Willamette Transportation & Locks Company, which, in reality, was an Oregon Steam Navigation institution, purchased her, and on completion used her for towing ships. Capt. W. H. Smith had command of her for seven years and Capt. Henry Emken for the same length of time, and in the service of the Willamette Transportation & Locks Company and its successors the steamer has towed more ships up and down the Columbia River than any other craft afloat. In 1886 she was considerably damaged by the British bark *Alliance* toppling over on her, smashing the pilot-house and hog chains and otherwise injuring her. She was repaired at an expense of about four thousand dollars, and has been in continuous service from that time. Since Captain Emken began piloting, the steamer has been commanded by Marshall Short, M. Martineau, Kane Olney and Sam Colson. Short lost his life in 1892 by the capsizing of a barge which the steamer was towing. The *Ocklahama* was one hundred and fifty-two feet long, thirty-one feet six inches beam, and eight feet hold, with engines twenty-one by seventy-two inches. The steamer *Almota* was added to the Oregon Steam Navigation Company's fleet in 1876. She was launched at Celilo, September 27th, Capt. E. W. Baughman taking charge. He was succeeded by Captains Sampson, W. P. Gray, George Gore and John F. Stump.[29] In 1883 her first master returned and ran her for ten years, and Capt. John Stump took her again in 1894. The *Almota* has an immense carrying capacity, and during the Nez Perce war is said to have cleared $14,000 on a single trip. Captains Troup, Van Pelt, Spencer and others have also had command of the steamer, and all of the Oregon Steam Navigation Company's up-river engineers have served on her, John A. Wilson[30] being last in charge of her machinery. The *Almota* was one hundred and fifty-seven feet long, thirty-six feet beam, five feet hold, with engines sixteen by seventy-two inches.

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[28] Capt. W. H. Patterson was born in Wisconsin in 1858. He came to the Pacific Coast in 1873, arriving at Portland a year later. His first steamboating was on the Willamette River, and after a short time there and on the Columbia he went to British Columbia and was engaged on the steamer *Otter*, running north from Victoria. In 1882 he was employed on the Fraser River steamers used in the construction department of the Canadian Pacific Railway, and while there made the perilous trip with Capt. S. R. Smith, from Fort Yale to the mouth of the Thompson River, with the steamer *Skuzzy*. After leaving the Fraser he ran for a short time on Puget Sound and then returned to the Columbia, where he went into the service of the Oregon Railway & Navigation Company for a few years as mate and pilot, afterward commanding some of their best steamers. In 1889 he was appointed regular steamship pilot for the company, and since that time has been continuously engaged in handling their steamships between Portland and Astoria, meeting with remarkable success. In 1892 he piloted the largest and deepest draught vessel that ever ascended the Columbia and Willamette rivers, taking the cruiser *Baltimore* from Astoria to Portland and return. As a reward for this practical demonstration of the splendid condition of Oregon's great waterway, the Portland Chamber of Commerce presented him with a handsome watch and chain, extending a similar recognition to his colleague, Capt. W. H. Smith, who followed with the *Charleston*. Captain Patterson was the prime mover in the organization of Harbor 23, American Brotherhood of Pilots, and was the first captain of the harbor.

CAPT. WILLIAM JOHNSON

CAPT. H. A. MATTHEWS

The old steamer *Tenino*, the greatest money-maker of the Oregon Steam Navigation fleet, was superseded in 1876 by the *New Tenino*, which was one hundred and forty-five feet long, thirty-two feet beam, and six feet hold, with machinery and house from the old steamer. Capt. T. J. Stump and James W. Troup commanded the steamer during her short career, which ended in 1879, and Albert M. Munger* was chief engineer for a good portion of the time. The *Mary Moody*, *Missoula* and *Cabinet*, built for service on Lake Pen d'Oreille and tributaries in 1866, were stripped of their machinery in 1876 and the equipments taken to Texas Ferry by the Oregon Steam Navigation Company.

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[29] Capt. John F. Stump was born in Tennessee in 1837 and came to the Coast while quite young, commencing his steamboat career on the Sacramento River in 1855 between Sacramento and Marysville. He remained in the employ of the California Steam Navigation Company until 1870 and then went to Oregon, working on the Snake River with his brother, Capt. Thomas Stump, on the steamer *Yakima*. Since that time he has commanded every steamer owned by the Oregon Steam Navigation Company and their successors on both the upper Columbia and Snake rivers. After the completion of the railroad through the Inland Empire, Captain Stump's operations were confined almost exclusively to the upper Snake River. At the present time he is running the steamer *Almota* between Riparia and Lewiston.

[30] John A. Wilson, chief engineer, has been engaged in the marine business for over thirty years. He served for six years in the navy under Farragut, Porter and Foote. His first work in the Northwest was on the steamer *Latona* in 1891, continuing there until 1892, when he returned to the Lakes and served for several months on the *Northern Queen* between Duluth and Buffalo. He came to the Pacific Coast again in 1893 and was with Capt. Al Gray on the steamer *T. L. Nixon*, leaving her for the steamer *Fanny* at Portland. He was afterward on the tug *Wallowa* and steamship *George W. Elder*, leaving the latter vessel to go to the steamer *D. S. Baker*. In the fall of 1894 he was on the steamer *Almota*, running between Lewiston and Riparia. He left her in the spring of 1895 to take charge of the engines of a whaleback steamer on Lake Michigan.

* Albert M. Munger was born in Ohio in 1851, and was in the service of the Oregon Steam Navigation Company in 1870, first as fireman on the *Oneonta* and then as second engineer on the *Emma Hayward*. He was afterward chief on the steamers *Idaho*,

The *Hydra*, a slow steamer less than seventy feet long, intended for the Lewis River trade, was built at St. Helens in 1876 by Caples & Forbes. As originally constructed the motive power was furnished by an engine attached to the boiler, but, on refusal to grant her a certificate, alterations were made and she began running in charge of W. G. Weir.[31] Fred H. Love, Charles Bureau[32] and W. J. Steele also commanded the craft at different times, Bureau owning her in 1880. The *J. Ordway*, the first sternwheel boat built exclusively for log-towing, was launched at Portland in 1876 for Weidler's Mills, making her trial trip November 23d, with Capt. J. N. Fisher, who remained in command until 1883. Since that time the steamer has been in charge of Captains Frank B.[33] and Joseph Turner most of the time, although Capt. I. Smith,[34] Kane Olney and W. E. Mitchell ran her for a few years. All of the upper works of the steamer were destroyed by fire in January, 1890, but were afterward rebuilt. The *Ordway* was one hundred and thirty-one feet long, twenty-four feet beam, and six feet hold, with engines fourteen by sixty-four inches. Two first-class bar tugs were constructed for the Columbia in 1876. The larger of the pair, the *Pilot*, was launched at Portland, August 16th, for Captains Holman and Gilman, and made her trial trip November 14th, but performed little service on this side of the line, as she was sold shortly after completion and taken to Victoria by Capt. W. Clements. Her first master in British Columbia waters was Captain Holmes, who had charge of her until 1879, when Clements again took command, and in 1880 she was in the hands of Capt. James H. Woolery,[35]

STEAMER "LITTLE ANNIE"

Mountain Queen, *Tenino*, *Owyhee* and *Yakima*, and was on the latter in 1876 when she was wrecked at John Day Chute, on the upper Columbia. He continued in the service of the Oregon Steam Navigation Company until 1882, going to the Sound that year as chief engineer of the *Idaho* with Capt. George D. Messegee, at which time the steamer made the quickest trip of any river boat that had yet gone from the Columbia. After returning from the Sound he entered the employ of the Stark Street Ferry Company and remained with them for twelve years, leaving in 1894, and, in company with Captain Van Auken, purchasing the little steamer *Cyclone*, which they were unfortunate enough to lose by fire a few months later.

[31] Capt. W. G. Weir is a native of New Jersey, and steamboated on the Lewis River route in 1876 in command of the steamer *Swallow*. He afterward ran the *Hydra*, *Latona* and *Lucea Mason* in the same trade. He was engaged in this service for eighteen years, a longer period than has been spent by any other steamboatman on that run. The greater part of Captain Weir's experience was with the late Captain Thomas, and, soon after Thomas withdrew, Weir retired and has since lived at La Centre.

[32] Capt. Charles Bureau was born in St. Labrielle in 1840 and commenced steamboating on the Clatskanie in 1880 with the *Hydra*. He afterward built the steamer *Manzanillo*, which he operated on the same route for many years, finally disposing of his interests to the Shavers, who succeeded him in that trade. For the past few years Captain Bureau has been engaged in lumbering.

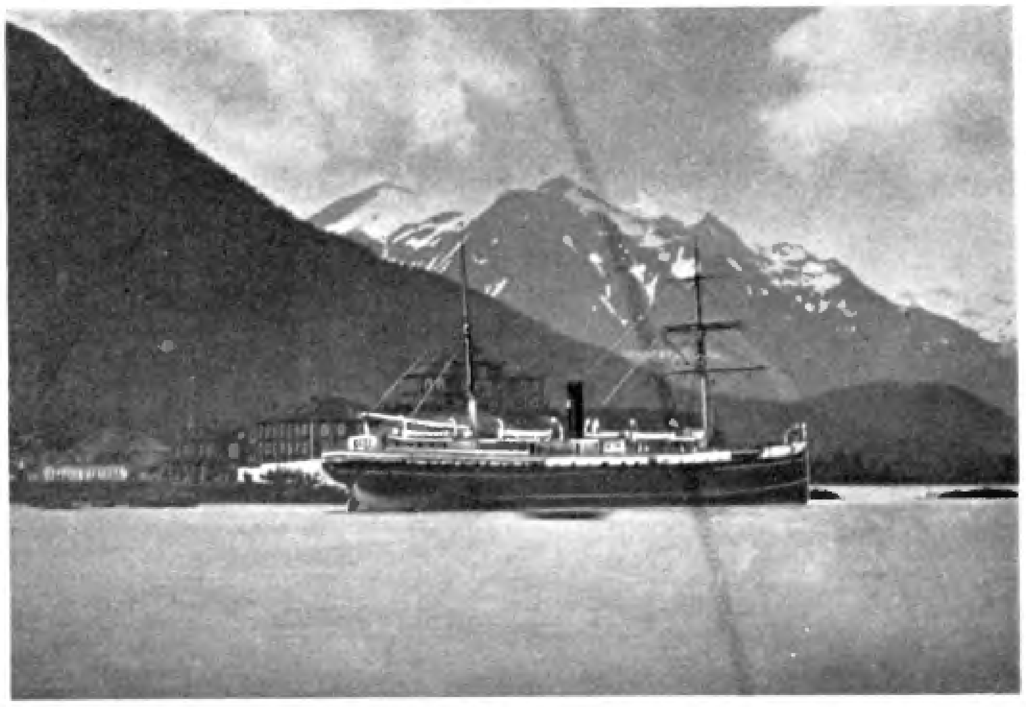
[33] Capt. Frank B. Turner was born in California in 1859 and appeared on the Columbia River in 1876 on the steamer *Varuna*, on which and on the *Rip Van Winkle* he was engaged until 1878, when he was appointed captain of the steamer *Quickstep*, where he remained until 1880. He was next master of the *Ben Holladay* for a few months and then took command of the *Westport*, which he ran until January, 1883. He then entered the employ of the Willamette Steam Mills as master of the steamer *Wonder*, serving for four years, and then designed and built the *No Wonder*, the most perfect towboat that had yet made its appearance on the river. She was equipped with a great many new contrivances for handling the tow lines by steam power and was provided with a centerboard. She was steered with steam gear, an invention which Captain Turner patented in 1888, and which has since been adopted by steamers in different parts of the West, being in use on various boats on the Willamette and Columbia, on Lake Cœur d'Alene, and on the Sacramento River. Captain Turner is also the inventor of a number of other appliances for use on steamboats. He left the service of the Willamette Steam Mills a few years ago and has since been employed as master and pilot on several passenger steamers out of Portland. He has been prominently connected with the American Brotherhood of Pilots since the organization of Harbor No. 23 at Portland.

[34] Capt. I. Smith of Montesano was born in Massachusetts in 1847. He spent the early part of his life on sailing vessels on the Atlantic Ocean, to the West Indies and to Mediterranean and African ports. On reaching the Columbia in 1868 he served as mate with Captain Reed on the steamer *Rescue* for about two years, and was next in command of the *Shoo Fly*, towing for Weidler's Mills. He was also on the *Wonder* for the same company for two years, and then entered the employ of the Willamette Transportation Company, where he commanded the steamers *Willamette Chief*, *Beaver* and *Governor Grover*. In 1883 he retired from the water and engaged in the mercantile business until 1888, when he went to the Chehalis River and took charge of the steamer *Aberdeen*, running her four years between Peterson's Point and Montesano. He subsequently for a short time handled the *Cruiser*, *Chehalis* and *Montesano*, and two years ago took charge of the *Josie Burrows*, with which he has since been connected.

[35] Capt. James H. Woolery was born in St. Louis, Mo., in 1851, came to the Pacific Coast when quite young and commenced steamboating on Puget Sound in the latter part of the sixties on the *Eliza Anderson*. He was afterward engaged with Capt. Jack Cosgrove on the steamer *Mary Woodruff*, going from her to the *Celilo*, which he commanded. He also had charge of the tug *Pilot* and a number of the other early steamers. Soon after the steamer *Fleetwood* was taken to the Sound, Captain Woolery was put in command, but, after running her a short time, resigned and entered the political arena. He was elected sheriff of King County, and subsequently held other important official positions in the State of Washington. The cool head and steady nerve which made him a successful steamboatman did not desert him, and while performing the duties of sheriff of King County he made an enviable record.

who kept her until she was bought by the British Columbia Towing & Transportation Company for $12,500. Capt. James Christensen was then put in charge. In 1882 Captain Cavin ran the steamer, and in 1885 she was purchased by Dunsmuir, and in his employ was handled by Captains Douglass, Butler, Bendrodt and Lawrence. Capt. William Johnson,[36] at present one of Vancouver's pilots, was for several years mate of the tug. In 1891 she was seized at Port Angeles for towing the American ship *Valley Forge* in American waters, but was released on the payment of a small fine. She was laid up shortly afterward, the machinery removed and the hull converted into a barge, running as such until March, 1895, when it was wrecked with the tug *Velos*, at which time several lives were lost. The *Pilot* was one hundred and twenty-one feet long, twenty-two feet beam, and ten feet hold. The tug *Columbia*, launched at Knappton in 1876, was one hundred and two feet long, twenty-one feet beam, and eleven feet hold. She was built by A. M. Simpson, proceeded to San Francisco under sail, and was there fitted with machinery, returning to the Columbia in January, 1877, in command of Capt. W. Clements, formerly of the barks *Rival* and *Whistler*. Her first work after arrival was in towing the bark *Mattie Macleay* from Astoria to Portland, accomplishing the task in twelve hours and fifteen minutes. Capt. George C. Flavel relieved Clements, and Daniel McVicar, M. D. Staples, Eric Johnson and Alexander Malcolm had charge of her until 1887, when she was sent to Coos Bay. Capt. James McGee commanded her until 1893, when she again returned to the Columbia and was handled by Capt. H. A. Matthews.[37]

The *Gazelle*, a small sternwheeler owned by Armstrong, Bryant & Co., was launched at Portland in November. She was built by Pacquet and contained the machinery from the old steamer *Carrie*. The *Gazelle* was operated on a number of routes out of Portland until 1882, when she was sold to Dr. Rogers of Ferndale, near Seattle, and taken around by Capt. Irwin Farrer. A year later she was purchased by W. D. Scott & Co. and afterward by Capt. Hiram Olney, and while in charge of the latter was burned on the Stillaguamish River in March, 1885. Captain Armstrong, L. A. Bailey, B. F. Johnson and Hez Caples commanded her on the Columbia. Increasing business on the Puget Sound steamboat routes opened the field for some of the surplus steamers of the Columbia and Willamette fleet. The steamer *Annie Stewart* was purchased in May by Capt. L. M. Starr and was taken to the Sound in June by Captain Winsor. The Willamette Transportation & Locks Company sold the steamer *Beaver* to Uriah Nelson for the Stickeen River trade. Capt. George D. Messegee took her around from Portland, and Capt. J. D. Tackaberry ran her from Victoria to Alaska. The steamer *St. Patrick* also went from the Columbia to run between Port Gamble and Seabeck. The *General Canby* was making occasional trips between the Columbia River and Tillamook in 1876 in charge of Capt. W. P. Whitcomb and Engineer Alsea Fox. The first night-boat appeared on the Astoria route in 1876, the *Bonita* making the experiment, which at that time proved unprofitable, and at the close of the seaside business was discontinued for several years. The *Little Annie*, a small sternwheeler, was built at Myrtle Point in 1876 by William E. Rackliff, who operated her on the Coquille River. She performed



STEAMSHIP "GEORGE W. ELDER" AT SITKA

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[36] Capt. William Johnson of Vancouver, B. C., was born in Sweden. He began sailing out of the ports of his native country in 1872 and continued on deep water until 1876, when he arrived on the bark *Antioch* at Burrard's Inlet, where he secured employment on the tug *Etta White*. He remained on her for nearly four years and then went to the Columbia River and worked as quartermaster on different steamers for two years, subsequently joining the tug *Pilot* at Victoria and serving with her as mate for three years, after which he was appointed master of the tug *Bell*. He left the latter vessel to take command of the *Active* in the same service, and four years later received his appointment as pilot of deep-water vessels in the Nanaimo district, a position in which he has been very successful.

[37] Capt. H. A. Matthews was born in Rockland, Me., in 1845. He enlisted in the United States Navy in 1863, serving on the sloop *Brooklyn* in the West Gulf Squadron, and participating in the engagements at Mobile Bay and Galveston. After the close of the war he entered the merchant service and sailed out of New York until 1879, when he went to the Columbia and joined the tug *C. J. Brenham* as mate. A year later he was appointed bar pilot, but left Captain Flavel's employ when the *J. C. Cousins* was placed on the bar, and remained with the opposition until the loss of their vessel, being carried to San Francisco on a British ship which he piloted out the day the pilot schooner was wrecked. He had a thrilling experience in 1885 with the British bark *Northernhay*, which was off the Columbia bar for twenty-three days, ten of which she was lying on her beam ends, but Matthews finally succeeded in getting her safely in. He has remained almost continuously in the service at the mouth of the river, with the exception of a year, during which he had charge of the United States steamer *Lincoln*, and occasional periods when he commanded other small vessels.

good service for nearly fifteen years. Rackliff was succeeded in 1882 by Charles E. Edwards,[38] Levi Snyder, Jabez Hall and George W. Leneve. Her owners at different times were J. H. Giles, E. G. Flanagan, O. Reed and H. W. and R. J. Dunham. On Coos River the steamer *Juno* was launched by Capt. A. Campbell & Son, and commanded by C. Campbell until 1883, when N. J. Cornwall took charge and ran her for over ten years. The *Juno* was fifty-seven feet long, eleven and one-half feet beam, and four and one-half feet hold, with nine by twelve inch engines. W. F. Jewett owned her after the Campbells disposed of her, and George W. Campbell[39] was one of her best known engineers.

H. Brinckerhoff

Frank Cookson

The most important event in the ocean steamship business in 1876 was the arrival of the *George W. Elder*, which the Oregon Steamship Company brought to the Coast this year for the northern route. Capt. Francis Conner, who came out with the steamer, was in charge on her first trip to Portland, September 5th, her time from San Francisco being seventy hours. With him were B. F. Gildersleeve, chief engineer; A. Dorrity,[40] first assistant; H. Brinckerhoff,[41] second assistant; G. Parker, third assistant; Charles Hughes, purser; H. Havens, freight clerk. The *Elder* was continued on the northern routes, Conner being succeeded in command by Lachlan, Morse, Reichmann, Hayward, Ackley, Carroll, Hunter, Lyons, Lewis, Patterson, Stannard, Jessen and others. At the present time she is used by the Oregon Railway & Navigation Company to carry freight on the Portland and San Francisco route. The *Elder* was built at Chester, Penn., in 1874, and is two hundred and fifty feet long, thirty-eight feet beam, and twenty-one feet hold; net tonnage, 1,224. The same company also added the *City of Chester* to their Pacific Coast fleet. Captain Bolles of the *Ajax* was sent East to bring her to the Coast, and she was the first ocean steamer to pass over Hell Gate after that dangerous obstruction was removed from New York harbor. The *Chester* did not arrive on the northern route until March, 1877. Bolles was succeeded in 1878 by Captain Mackie, with E. Polemann[42] as mate, the latter having command in 1880, with Frank Cookson, engineer. Captains Carroll and Wallace afterward ran the steamers on the northern route. In 1888 the *City of Chester* was sunk at the Golden Gate by the *Oceanic*, at which time John Macdonald,[43] who

Capt. H. G. Morse

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[38] Capt. Charles E. Edwards of Gold Beach, Or., was born in Indiana in 1853. After running for a year on the Wisconsin River, he came to Coos Bay in 1876. He was on the steamer *Little Annie* on the Coquille River for eight years, leaving her to place the machinery in the steamer *Ceres*, with which he ran as engineer for several months. He has since then been engaged on the *Antelope*, *Despatch*, *Alert*, *Blanco*, *Coos Bay*, *Juno*, and other steamers, serving as master and engineer and sometimes in both capacities at once on the small boats. He has recently been employed on the *Katie Cook* as engineer.

[39] George W. Campbell, engineer, Marshfield, Or., was born in Brooklyn, N. Y., in 1840, and on reaching the Pacific Coast in 1870 was connected with the United States steamer *Hassler* in the coast survey service. He was on the *Hassler* for five years and then joined the Coos Bay steamer *Juno* as engineer, remaining with her about four years. He then changed his occupation and became master of the steamer *Bertha* for a few months and pilot of the steamer *Satellite* for a year. He subsequently worked ashore for a while, returning to the *Juno* about nine years ago and leaving her again in 1886 to follow his profession on land. At the present time he is engineer of the Marshfield Fire Department.

[40] A. Dorrity, engineer, was born in Belfast in 1833 and joined the steamer *Saratoga* in 1865 in New York. He continued running out of Atlantic Coast ports until 1876, when he came to the Pacific Coast as first assistant of the *George W. Elder*, and held that position until 1889, when he was appointed chief engineer, and has served for fourteen years in that capacity, all the time on the northern routes, with the exception of two trips to Panama. In 1893 Mr. Dorrity left the water for a short time, but about a year ago joined the steamship *Oregon* as first assistant.

[41] H. Brinckerhoff, engineer, was born in New York in 1849 and was engaged in the marine business on the Eastern coast until 1876, when he accompanied the *George W. Elder* to the Pacific, returning to New York within a short time and making a second trip with the steamer *Oregon*. He was subsequently employed on the Columbia, where he served as first assistant engineer until his death in April, 1895.

[42] Capt. E. Polemann was born in Germany in 1844, and spent his early life sailing out of German ports. Captain Polemann was second officer of the steamship *Schiller* and one of the fifteen survivors of the wreck, in which several hundred lives were lost. He arrived on the Pacific Coast in 1877 and began running north on the *Ajax*. He was subsequently in command of the steamers *City of Chester* and *George W. Elder*, and in 1881 took charge of the steamship *Oregon*, which he has sailed between San Francisco and Portland for fourteen years and which he still commands when she is in commission. He is at present residing in Alameda, Cal.

[43] John Macdonald, engineer, was born at Glencoe, Scotland, in 1848, and began sailing out of British ports in 1866 on the steamer *London*, which was wrecked the same year while *en route* from London to Melbourne, and was one of the nine members of the crew that were saved. In 1870 he was cast away with the steamship *Queen of the Thames* about ninety miles south of the Cape of Good Hope. Mr. Macdonald's next experience as a shipwrecked mariner was on the *Edith Smith*, which struck a reef near Bird Island on the southeast coast of Africa. Soon after this he went to the Pacific Coast and in 1876 entered the employ of the Pacific Mail Steamship Company, where he remained until 1888. In August of that year he was water-tender on the steamer *City of*

was one of the crew, distinguished himself by rescuing a lady passenger. The *Chester* and the *Elder* inaugurated the five-day service between Portland and San Francisco. The steamship business on the Puget Sound and Victoria route was handled by the *City of Panama*, Capt. W. B. Seabury, and the *Dakota*, Capt. H. G. Morse. The *Pelican* and *Little California*, all that remained of the big fleet formerly controlled by Ben Holladay, were sold in December, 1876, by Ben Holladay, Jr., to P. B. Cornwall. The steamship *Idaho* was purchased from the Oregon Steamship Company by Goodall, Nelson & Co.

The Puget Sound Transportation Company was incorporated at Olympia in 1876: Thomas Macleay, president; A. H. Steele, secretary and treasurer; J. G. Parker, manager. They built the *Messenger* and operated her on the Seattle route three trips a week. She made her first run December 17th in command of Capt. J. G. Parker. The company afterward constructed the steamer *Daisy*, Capt. G. H. Parker,[44] and purchased the steamer *Jessie*, Capt. H. N. Parker, giving them a through line from Olympia to Mt. Vernon on the Skagit, and La Conner on Swinomish Slough. The *Messenger* was a well built steamer and handled an immense amount of business in the early days of steamboating on the Sound. The Parker Brothers handled her for many years, and John H. Kennedy[45] and Alexander C. Riddell[46] were engineers. She was destroyed by fire at Tacoma in 1894. Other steamers appearing on the Sound in 1876 were the *Capital*, built at Olympia, the *Hyack*, *Minnie May* and the *Nellie*, the most pretentious of any of them at Seattle. She was launched from Hammond's yard, July 22d, for Robbins, Wright & Stretch, and began running between Milton and Seattle, afterward working on the Snohomish and Skagit routes. Robbins' share in the steamer was sold by the sheriff in 1877, and Capt. Charles Low purchased the interest held by Wright. In 1878 a one-third ownership was bought by Mr. Galbreath of Cassiar. Her officers in 1878 were: Charles Low, captain; A. M. Gilman, engineer; Benjamin Stretch, purser. The *Minnie May* was built for the Lake Washington trade by Capt. William Jensen.[47] At Port Madison, Captain Hornbeck launched the fine steamer *Despatch*. She was disposed of in October to Capt. J. N. Brittain, who operated her for several years. Captains W. F. Munroe,

STEAMER "NELLIE"

Chester when she was sunk by the steamship *Oceanic*, at which time thirty people were lost. Macdonald escaped and rescued a lady passenger, with whom he swam for thirty minutes, both being finally picked up by a boat. The lady afterward died from the exposure. He was next on the steamer *Coos Bay* for a few months and subsequently joined the United States survey steamer *Hassler* as machinist, leaving her after a year to accept the position of chief engineer on the steamship *Mineola*, where he remained for a few months and then served on the steamer *Al Ki* for two years, running to Alaska. After leaving the latter he was employed on the *Caspar*, and subsequently entered the employ of the Market Street Railway Company, where he has since been engaged.

[44] Capt. G. H. Parker, the son of Puget Sound's pioneer steamboatman, J. G. Parker, was born in Sacramento in 1858, and when a small boy picked up the rudiments of steamboating on the *Alida*, of which his father was master, in 1870. He began active work in his profession in 1876 on the steamer *Messenger*, which was handled by a Parker crew, and since that time he has been in command of nearly all the steamers running on Puget Sound. He resides at Tacoma, Wash.

[45] John H. Kennedy, engineer, was born in Maine in 1851 and commenced steamboating on Puget Sound in 1875 on the sternwheeler *Otter*. He ran as fireman on the *Wenat*, *J. B. Libby*, *Alida*, *Annie Stewart*, *Chehalis* and *Zephyr*, and then served with Capt. J. G. Parker as engineer on the *Messenger* for three years. When the *Fanny Lake* was rebuilt Kennedy placed the engines in position, and was her first engineer when she started out again. He was subsequently on the *Eliza Anderson* as first assistant, going from her to the *Emma Hayward*, where he held a similar position. He was also chief of the *Hayward* and with the Oregon Railway & Navigation Company for three years. Since then he has been employed on the steamers *Glide*, *Mabel* and *City of Aberdeen*, and is at present chief engineer of the latter steamer.

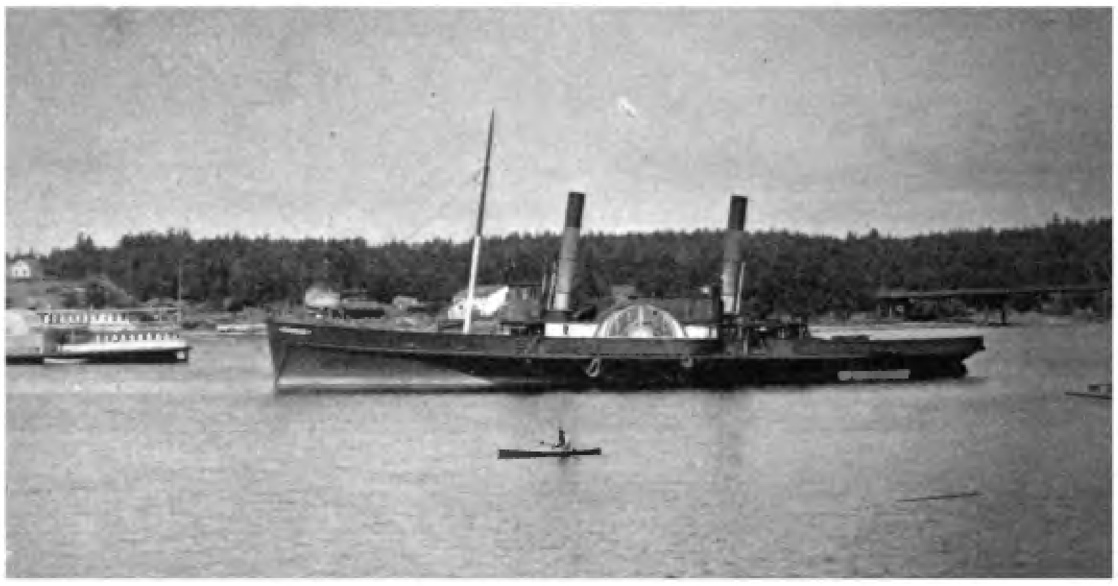
[46] Alexander C. Riddell, engineer, was born in Nantucket, Mass., in 1852. At the age of fourteen he sailed out of New York for China and the Indies. In 1874 he went to the Pacific Coast and ran as engine storekeeper on the *City of Panama* between San Francisco and Seattle, and was afterward engineer on the steamer *Messenger* between Seattle and Olympia. Riddell has also served as engineer on the steamers *Daisy*, *Clara Brown*, *Henry Bailey*, *J. F. McNaught* and *Fanny Lake*, having been on the latter vessel when she burned.

[47] Capt. William Jensen of Victoria, B. C., was born in Liverpool in 1840, came to America when quite young, and sailed coastwise out of New York for several years. He ran for a short time on the steamer *Great Eastern* in 1863 and arrived in California in 1871, where he handled a freight boat on the San Juan River for a year. He went to Victoria in 1872 and in 1876 to Seattle, where he built the steamer ***Minnie May***, which he used on Lake Washington and on the Sound for about a year, and then sold her to Captain Hamlin and retired from the marine business to engage in hotel-keeping.

Benjamin Harris[48] and other masters ran her on the San Juan Island route. Brittain sold the steamer to Morgan & Hastings of Port Townsend, and while in command of Capt. Dave Hill in 1889 she was burned to the water's edge at Seattle. The wreck was purchased and rebuilt by E. E. Caine & Co., who sold her in March, 1890, to G. Mayer and Louis Henspeter.[49] The various routes and the steamers thereon on Puget Sound in 1876 were as follows: Victoria, *Eliza Anderson* and *North Pacific;* Olympia and Tacoma, *Annie Stewart* and *Zephyr;* Snohomish and Skagit, *Nellie* and *Fanny Lake;* Bellingham Bay, *J. B. Libby* and *Despatch;* Seabeck, *Phantom;* White River, *Comet;* Duwamish, *Wenat* and *Otter;* Port Blakely, *Success;* Port Madison, *Ruby;* Freeport, *Celilo;* general trading and freighting, *Black Diamond* and *Teaser;* on Lake Washington, *Addie, Minnie May* and *James Mortie.* The *Tacoma,* the finest tugboat in the Northwest, arrived on the Sound in August. She was built at San Francisco, is one hundred and thirty-six feet long, twenty-four feet beam, and twelve feet hold. Capt. John T. Connick was her first master, and she has remained in active service since that time. At present she is commanded by Capt. John S. Bollong, with J. F. Primrose, engineer. While the *Tacoma* was a monster in size and power compared with the tugboats that had preceded her, she was a small craft compared with a British Columbia tug launched this year at Port Essington, on the Skeena River. This mammoth of her class was built by the McAllister Brothers, who selected the remote location on the Skeena in order that the raw material to be used in the hull might be easy of access. This vessel, which was christened the *Alexander,* was one hundred and eighty feet long, with twenty-seven feet beam, and was towed to Victoria by the *Otter* in November to receive her machinery, which came out from England on the bark *Mountain Laurel.* It cost a fortune to build the craft, which was nicknamed *McAllister's Folly,* and the cost of operating her was in proportion to her dimensions. Captain Rudlin, her first master, was succeeded by Morrison, Marchant, J. D. Warren, John McAllister, Urquhart and Bendrodt. As soon as the running expenses had exhausted the remainder of McAllister's wealth, the *Alexander* was disposed of to Captain Warren for R. Dunsmuir in June, 1880, the consideration being $15,000. Dunsmuir ran the steamer until about 1890, when she was sold to T. P. H. Whitelaw of San Francisco, who converted her into a whaler. At Victoria the new *Reliance* was launched in March, 1876, for Capt. John Irving.

BENJAMIN HARRIS

CAPT. CHARLES LOW



BRITISH TUG "ALEXANDER"

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[48] Capt. Benjamin Harris was born in Massachusetts in 1837 and followed the sea while a young man. He came to Puget Sound in 1858 and commenced steamboating on the *Ranger No. 2* from San Francisco. He was next on the *Eliza Anderson,* and since that time has been in continuous service, having had command at different periods of nearly every small steamer on Puget Sound. He is at present residing in Seattle.

[49] Capt. Louis Henspeter was born in Illinois in 1855, and on reaching the Sound, in 1872, began running as deckhand and fireman on the *Zephyr, Goliah, North Pacific* and *Alida.* He was afterward on the *Comet* for a few months as mate and was then appointed master. Since then he has been on the *J. B. Libby, Despatch, Teaser, George E. Starr, Lone Fisherman* and *Phantom.* He owned the latter steamer for a year and a half and then sold her to the Stimson Mill Company. He subsequently bought the steamer *Despatch,* which he operated for a year as a towboat and then fitted for passenger service and used her on the island route. His last steamer was the *Puritan.*

She was constructed by John F. Steffen,[50] the Portland shipbuilder, and contained boilers manufactured by the Willamette Iron Works. The steamer was one hundred and twenty-three feet long, twenty-three feet beam, four feet six inches hold, and was operated on the Fraser.

The most important vessel built in the Northwest in 1876 was the revenue cutter *Thomas Corwin*, launched at Albina, Or., August 23d. The *Corwin* is one hundred and fifty feet long, twenty-four feet beam, and twelve feet hold, and cost $92,000. As she was the first Government vessel constructed in the State of Oregon, the occasion of her launch brought forth an immense crowd of spectators. The *Corwin* is still in active service, and for several years past has spent the summer in Bering Sea looking after the sealing interests.

JOHN F. STEFFEN

The construction of first-class sailing vessels in the Northwest had long since passed the experimental stage, and among the additions made to the coasting fleet in 1876 was the bark *Cassandra Adams*, a vessel of nearly 1,200 tons register, launched at Seabeck, and proving to be one of the fastest sailers afloat. She was for a long time in charge of Capt. William F. Edwards,[51] and was wrecked near Cape Flattery in 1888. The barkentine *Katie Flickinger* was completed at Belltown, a suburb of Seattle, for H. F. and Sheldon Allen of San Francisco and Captain Gilman of Seattle. This vessel has been employed in the coasting trade continuously since, and at present is owned by S. P. Peterson and others of San Francisco. At Port Ludlow, Hall Brothers constructed the three-masted schooners *Courser*, 357 tons, *Premier*, 307 tons, and *Reporter*, 337 tons, and the barkentine *Quickstep*, 423 tons. All of these, with the exception of the *Courser*, are still in active service. The schooner *Mary Parker*, 58.50 tons, was launched at Utsalady, the *Robert and Minnie*, 94.33 tons, at Port Madison, the *Hayes*, 184.35 tons, and the *J. B. Leeds*, 217.70 tons, on the Umpqua, and the *Laura May*, 234.40 tons, and the *Jennie Stella*, 278 tons, at Coos Bay. The bark *Garibaldi*, a pioneer in the China trade, was purchased by Corbett & Macleay of Portland. The American bark *Western Belle* was completed at Bath, Me., for R. R. Thompson, S. G. Reed, Henry Failing and M. S. Burrell of Portland, and Capt. W. H. Besse of Bath. The Oregon Shipbuilding Company was incorporated at Portland, November 11, 1876, for the purpose of constructing and operating sailing vessels. Edwin Russell, W. S. Ladd, A. P. Ankeny, Donald Macleay, William Reid, B. Goldsmith and Charles Hodge were promoters of the enterprise. The small schooner *Ocean Spray* was seized in Alaska on a charge of peddling whisky among the Indians, and was towed to Portland, where she was sold at auction to William Gallick for $3,500. The Columbia River grain fleet for 1876 included seventy-two vessels: thirty-seven British ships, twenty-two British barks, five American ships, two American barks, one German ship, two German barks, and three French barks. The smallest of the fleet was the British bark *Stratheden*, 409 tons, and the largest was the American ship *Samuel Watts*, 2,035 tons, Captain Mountfort.[52]

CAPT. J. J. WINANT

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[50] John F. Steffen was born in Holstein, Germany, in 1842, and learned shipbuilding in the yards at Lübeck, on the Trave, serving a seven years' apprenticeship, which he supplemented with four years' experience at sea as a ship carpenter. He reached San Francisco in 1868 and was in the service of the Government at the Mare Island Navy Yard for nearly two years. After coming to Portland in 1870 he was in the employ of the Oregon Steam Navigation Company for two years, and in 1872 engaged in shipbuilding on his own account, his first production being the *Maria Wilkins*. Since that time Mr. Steffen has constructed many of the fastest and finest steamboats afloat in the Northwest, all of the steamers operated by Jacob Kamm having been built under his supervision, and the *Victorian*, *T. J. Potter* and a number of other steamers of the Oregon Railway & Navigation Company were launched from his yards. Over a score of boats constructed by Steffen are still afloat in the Northwest, and each attests the skill of the builder, who has never yet made a failure.

[51] Capt. William F. Edwards was born in Maine in 1847 and commenced his marine life on the Atlantic Coast in the United States Survey Service. He came to the Pacific Coast in 1866 on the ship *Live Oak* and joined the schooner *J. R. Whiting* in San Francisco, remaining with her until she was wrecked, and then going to the bark *Adelaide Cooper* as mate. He was in the employ of W. J. Adams & Co. for eighteen years, during which he had charge of the barks *Oregon*, *Cassandra Adams*, and ships *Olympus* and *J. M. Griffiths*. On leaving this employ he took the steamer *Mary Hume* for two years, running to Eel River, and then received his present command, the steamship *Humboldt*.

[52] Capt. Robert M. Mountfort of Tacoma, Wash., is a native of Brunswick, Me., and has been engaged in the marine business for thirty-one years. He came to the Columbia River in 1876 in the ship *Samuel Watts*, at that time one of the largest vessels to enter the river. After making a foreign voyage with the *Watts*, he returned to San Francisco and ran for a year in the coast trade with the ship *Challenger*. He subsequently sailed her to Philadelphia and returned in 1882 with a cargo of railroad iron for the Northern Pacific Railroad at Tacoma. At the present time he is superintendent of the coal bunkers at that point.

Nine of the vessels registered over 1,400 tons, four over 1,600 tons, and twenty-four over 1,100 tons. Of the fleet, Henry Hewett & Co. dispatched eleven vessels, Corbett & Macleay fifteen, Allen & Lewis ten, Salem Flour Mills Company twelve, James Laidlaw & Co. six, J. McCracken & Co. two, Rodgers, Meyer & Co. twelve, Miller, Marshall & Co. one, and R. C. Kinney three. The first cargo of wheat ever taken from Puget Sound was loaded at the Swinomish Flats in 1876 by the bark *W. H. Seaver*, Capt. William Tuttle. The shipment did not go foreign direct, but was sent to San Francisco and reloaded.

While the loss of life and property by marine disasters in 1876 was insignificant compared with that of the previous year, a considerable number of small vessels and at least a score of lives were sacrificed. One of the Columbia River grain fleet, the British bark *Nabob*, Captain Fetherston, sailed March 4th and was never heard from. A new sloop built at Tillamook for the Columbia River trade was wrecked on Clatsop Beach in February, and all on board perished. They were Capt. William Terwilliger, master and owner, Joseph Centen, the builder, Indian George, a pilot, Richard Hall and William Bailey, each eighty years of age, and James Forest, aged twenty. The schooner *Urania*, Capt. Thomas K. Lee, sailed from Kodiak, December 29th, with a cargo of furs for San Francisco, and is still missing. The captain was accompanied by his wife and two-year-old son, and had as passengers Luke Sheerar, formerly deputy collector at Kodiak, R. L. Williams, C. Haretonoff, D. Shirpser, Emil Shirpser, and a crew of six. The brig *Perpetua* sailed from Coos Bay, October 23d, with a cargo of lumber for San Francisco. She was towed out by the *Fearless*, and that night encountered a high wind, which increased until the next morning, when she shipped a sea that filled the forecastle and started the deck load. The brig soon became water-logged, and the lumber on deck was cast adrift. At 5:00 P. M. the next day the mainmast went by the board, and the deck worked loose, finally drifting clear of the hull. It was used as a raft by the survivors, the cook only losing his life in attempting to reach it, and afterward broke into three pieces, the captain, mate and three men remaining on one, two men on another, and the second mate alone on one portion. They drifted about with no food except a few raw potatoes until October 27th, when they were rescued by the schooner *Rebecca* and taken to San Francisco. The schooner *Lizzie*, Capt. J. J. Winant,[53] for San Francisco from Yaquina with a cargo of oysters, hides, etc., was wrecked on Yaquina bar, February 16th. In sailing out the wind failed and the schooner drifted, a heavy sea preventing her anchors from holding. She was swept onto South Beach and swamped, the crew escaping in small boats. Captain Winant proceeded to Portland, and the rest of the crew went to Coos Bay. The vessel and cargo were valued at $9,000, and the wreck sold for $510. April 5th the schooner *Caroline Medeau*, Captain Madison, bound for San Francisco, was destroyed at Yaquina in exactly the same manner as the *Lizzie*. The loss was $10,000, and the wreck sold for $200. The schooner *Uncle Sam* was wrecked in March near Cape Foulweather, all on board perishing, and when the hull came ashore the masts were found to have been cut away, indicating that disaster had overtaken her at sea. One body was found in the wreck.

U. S. REVENUE CUTTER "THOMAS CORWIN"

The American bark *Onward*, owned by William Renton and commanded by Capt. J. S. Black, was wrecked on Souwarros Reef, in latitude 131°, longitude 163°. The vessel was *en route* from Port Townsend to New Caledonia with lumber, and was lost through an error of the chronometer. The American schooner *Sabina*, a small Puget Sound trader owned and sailed by J. T. Gibbons of La Conner, stranded on Trial Island in January and became a total loss. The worst calamity on the Columbia was the sinking of the steamer *Daisy Ainsworth* at upper Cascades during a fog November 22d. Other disasters to inland steamers were the burning of the steamer *Messenger* at Coos Bay, the sinking of the Willamette River steamers *Maria Wilkins* in April, *Calliope* in June, and *Bonanza* in October. All of the latter vessels were afterward repaired. The British bark *Abbey Cowper*, Captain Nelson, arrived at Astoria, July 3d, bringing two Japanese, which she had picked up in mid-ocean from the wreck of a junk. The craft from which they were rescued had sailed from Hakodate, November 9, 1875, with thirteen Japs aboard. They were blown off shore during the gale which nearly wrecked their junk, and tossed about for nearly six months, eleven of them dying at various times between January 11th and May 20th. This incident was regarded with interest by many who had been inclined to be skeptical of the stories of Oriental junks which had blown to our shores in the early part of the century.

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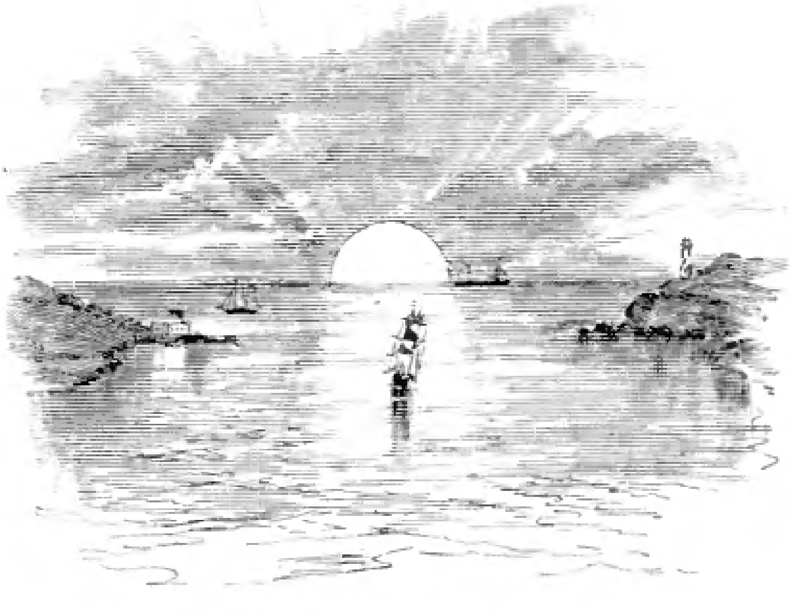
[53] Capt. J. J. Winant was born in New York in 1838 and has had a varied career in the marine business. He cruised for several months among the islands of the South Pacific, trading and hunting for pearls, and has also made several voyages as far north as Icy Cape, and along the shores of Alaska, the Aleutian Islands and the coast of Siberia, hunting walrus and whales. He has been master of vessels on the Pacific Coast for nearly a third of a century, having command of the schooner *Anna G. Doyle*, running between Shoalwater Bay, Yaquina and San Francisco, in the early sixties. He made a wrecking voyage to the coast of Mexico and explored the sunken steamship *City of San Francisco*, recovering $22,000 of her treasure. Captain Winant was pilot on the first seagoing steamer that entered Yaquina Bay. He was master of the steam schooner *Mischief* for several years, and for the past few seasons has had charge of the steamer *Bandorille*, engaged in the coasting trade.

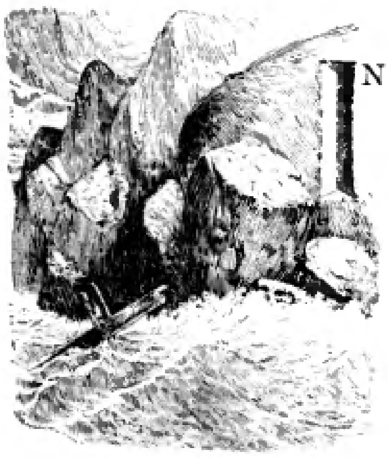
Among the deaths in the marine profession in 1876 was Capt. William Mitchell, a well known Hudson's Bay Company's master, who came to the Coast in 1836, and was master of the *Vancouver*, *Cadboro*, *Recovery*, *Una*, *Beaver*, and other old-time crafts. Captain Mitchell died in Victoria, January 11th, aged seventy-four years. Capt. E. A. Starr, a Puget Sound steamboatman, expired suddenly July 14th while *en route* from Port Townsend to Olympia on the steamer *Annie Stewart*. Col. J. S. Ruckel, one of the original Oregon Steam Navigation Company, died at Washington, D. C., May 23d, aged fifty years. Capt. Daniel Baughman, a pioneer on the middle river and brother of Capt. E. W. Baughman, was drowned at Cathlamet in April. Capt. S. F. Lewis, at one time owner of the steamer *George S. Wright* and an old-time ocean engineer, passed away at San Francisco in September, aged fifty-four years. Capt. Frank Carr, of the steamer *Varuna*, fell from the wharf at Astoria in July, sustaining injuries which soon resulted in his death. Capt. Robert B. Randall was drowned at Umatilla Rapids, March 7th.

CAPT. WILLIAM MITCHELL

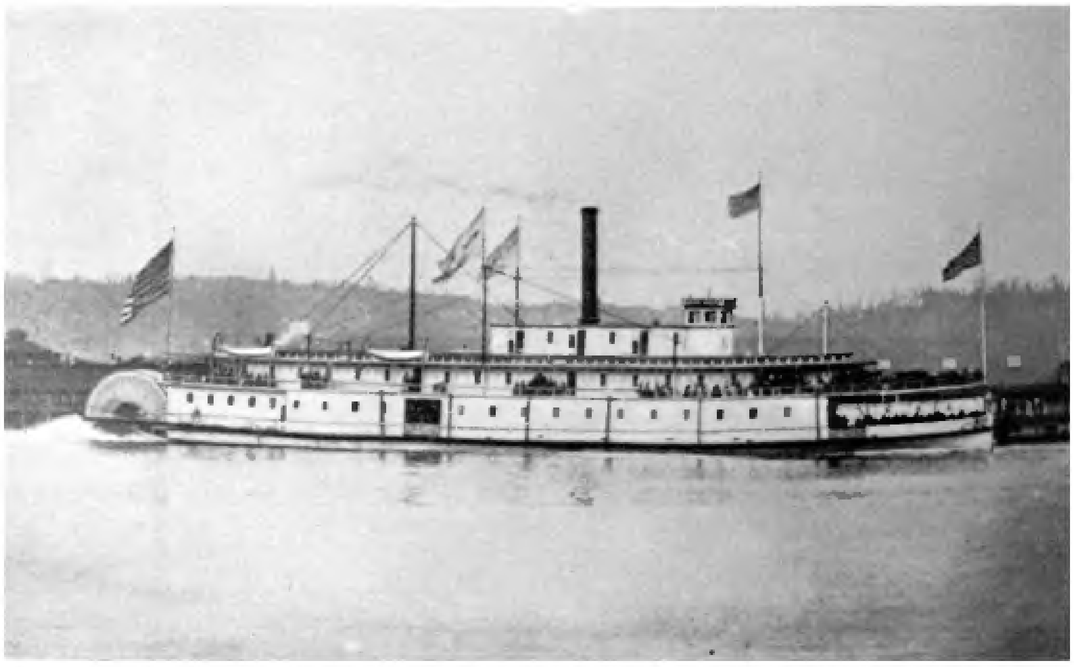


CHAPTER XII.

The Fine Sternwheelers "Wide West," "R. R. Thompson," "Mountain Queen" and "Annie Faxon"—Steamboat Officers on Middle and Upper Columbia—Willamette River Steamers "McMinnville" and "A. A. McCully"—Opposition to Starr's Line on Puget Sound—The Pacific Coast Steamship Company—Steamship "Alexander Duncan" Enters the Siuslaw River—Columbia River Grain and Puget Sound Lumber Fleet for 1887—Wreck of the "Commodore," "Cambridge," "Swordfish," "Nimbus" and "Black Eagle"—Steamship "Great Republic" on the Portland Route—Steamers "John Gates" and "Harvest Queen"—Jacob Kamm's Steamer "Lurline"—Lewis and Lake River Transportation Company—The "Olympia" Returns to Puget Sound and the "Wilson G. Hunt" to Victoria—British Columbia Lake Steamers "Spallamacheen" and "Lady of the Lake"—Puget Sound Steamers "Gem" and "Josephine"—Opposition Pilot Schooner on Columbia Bar—Loss of the Famous Clipper "Western Shore"—Fatal Collision of Barks "Osmyn" and "Aureola"—Wreck of the "King Philip," "City of Dublin," and Steamer "Beaver"—Schooner "Phil Sheridan" Run Down by Steamship "Ancon."



IN THE eyes of the world at large, Oregon, Washington and British Columbia had long been regarded as localities too remote for the invention and application of improvements not already tried in that older portion of the country denominated by the vague expression, "back East." That this impression was false in every particular has been abundantly proven by the remarkable success of Northwestern river men in building sternwheel steamers. When Captain Ainsworth and Jacob Kamm undertook steamboating on the Columbia, they were recent arrivals from the Mississippi, where a steamer propelled by a stern wheel was hardly considered worthy of the name steamboat. Naturally enough, their first productions were modeled, to a certain extent, after those to which they had been accustomed; but, being men of practical ideas, they soon determined that sternwheelers were better adapted to the western streams. The result of this determination was the building of the *Jennie Clark*, and each steamer which followed was an improvement on its predecessor, until, in 1877, the Oregon Steam Navigation Company constructed a craft which might appropriately be called the perfect sternwheeler, as, notwithstanding the lapse of nearly twenty years, no better production has since appeared. The *Wide West*, as this palatial steamer was christened, was launched in Portland, August 15th, and made her trial trip October 17th. She was two hundred and eighteen feet long, thirty-nine feet six inches beam, and eight feet hold, with engines twenty-eight by ninety-six inches, net tonnage 928. At the time of her advent the entire inland empire was enjoying a period of wonderful development, and thousands of tons of wheat taxed



Steamer "Wide West"

the steamers to their utmost capacity on the downstream trips, while the up cargoes of merchandise, building material, farm machinery, etc., fairly glutted the warehouses before transportation could be provided. This was the condition of affairs when the *Wide West* went into commission, and, without waiting to complete her furnishings and cabins, she was ushered into service as a freight steamer, making a round trip each day between the Cascades and Portland, loaded to the guards. The following spring she was completely fitted out, and received, among other improvements, the Gates' hydraulic steering gear, which was given its first trial on this steamer. The *West* continued on the Cascade route for several years, with occasional trips to Astoria, and in 1880 made the run from Portland to Astoria in five hours, a record that remained unbroken for several years. John Wolf was in command of the steamer nearly all of the time on the Cascade route, with John Marshall as engineer. She ran for several days in 1880 with one cylinder, making very good time, before damages could be repaired, and in the interim the head was blown off the remaining cylinder, leaving her helpless. Her power and speed can be understood when it is stated that she towed the hull of the *Oneonta* faster than it had ever been able to go while equipped with power. In 1883 the steamer was making a round trip each day to Astoria in command of Captain Babbidge. She was also on the same run under Capt. Clark W. Sprague. Her last service was to the Cascades in charge of Capt. A. B. Pillsbury, and in 1887 she went to the boneyard, where her house and most of her fittings were transferred to the new sidewheeler *T. J. Potter*. The hull was then sold to the Puget Sound Steam Lighter & Transportation Company, who equipped it with a small engine, and, in the command of an inexperienced navigator, the craft started for Puget Sound, wrecking on Destruction Island (see wreck of *Wide West*, 1889).

The loss of the splendid new steamer *Daisy Ainsworth* was seriously felt at this time, and, as speedily as possible, work was pushed on her successor, the *Mountain Queen*, which was launched at The Dalles, March 15, 1877. By a singular coincidence, the hull of the wrecked *Daisy Ainsworth*, which had been hanging to the rock where Martin Spelling had left her a few months before, floated off and went over the Cascades the same day that the *Queen* entered the water. The latter steamer was one hundred and seventy-six feet long, thirty-two feet beam, seven feet six inches hold, engines from the *Daisy Ainsworth* twenty by eighty-four inches. The *Queen* was put in commission on the middle river, in charge of Capt. John McNulty and Engineer Carroll, remaining there until 1882. Capt. Fred Wilson and Capt. James W. Troup also had charge of her at different times, the latter taking her over the Cascades, July 6, 1882. The run was made in eleven minutes, racing with a train from the upper to the lower landing, and beating it by over a minute. On the lower river the *Mountain Queen* ran on the Astoria and Cascade route until 1889, and Captains Clark W. Sprague, James Wilson, Samuel Colson,[1] Henry Kindred,[2] John C. Gore, and other well known masters were in charge. She was rebuilt in 1889 as a sidewheeler and called the *Sehome*, after which she was sent to Puget Sound (see steamer *Sehome*).

STEAMER "ANNIE FAXON" AT LEWISTON, IDAHO

To complete the splendid improvements in their service over the entire line, the Oregon Steam Navigation Company launched the sternwheeler *Annie Faxon* at Celilo, May 31, 1877. The steamer was one hundred and sixty-five feet long, thirty-seven feet beam, five feet six inches hold, with engines from the *Yakima* seventeen by seventy-two inches. Capt. E. W. Baughman was in command in 1878 and had with him E. W. Spencer and W. P. Gray, pilots, John Tell, mate, Peter De Huff, chief engineer, E. O. Anderson, second engineer, W. T. Stevens, purser. The *Faxon* was subsequently in charge of Captains Pingston, Fred Wilson and J. W. Troup until 1887, when she was rebuilt, and from that time until August, 1893, she was handled by Captain Baughman and his son Harry. While in charge of the latter, August 14, 1893, she exploded her boiler, killing eight people (see wreck of *Annie Faxon*). Her engines were afterward removed from the wreck and placed in the new steamer *Lewiston*, completed in 1894.

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[1] Capt. Samuel Colson, better known among his wide circle of friends as "Big Sam," commenced his marine career in the deep-water service, and after following the sea in many parts of the world arrived on the Columbia in the early seventies. He worked as deckhand for a short time and was then appointed mate on the Oregon Railway & Navigation Company's steamers, and for many years served as mate and pilot with Capt. Clark W. Sprague on the *R. R. Thompson* and *Wide West*, establishing a reputation as a skillful navigator in fog and darkness. When the Oregon Railway & Navigation Company inaugurated a night service on the Astoria route, Captain Colson was given command of the *Thompson*, and made a remarkable record for the clock-like regularity with which he brought his steamer through, regardless of fog, storm or darkness. He was recently appointed a branch pilot on the Columbia and Willamette, and in 1894 retired from the arduous work of running a night boat to accept an easier position on the steamer *Ocklahama*.

[2] Capt. Henry Kindred is one of Oregon's native sons, his father being the pioneer, Captain Kindred, who was operating a bateau line between Astoria and Oregon City in the forties. The young man commenced his marine career on small steamers at the mouth of the Columbia, entering the service of the Oregon Steam Navigation Company about twenty years ago, following their fortunes and those of their successors until 1892. He was for many years in command of their boats between Portland and Astoria on the Oregon side of the Columbia, and was afterward engaged as master and pilot on the night boats. He left the company a short time ago to take command of the tug *Louise Vaughn*, used as a tender to the city dredge.

Capt. Peter H. Crim

Master Builder Holland of the Oregon Steam Navigation Company broke the record for steamboat building in the construction of the *Spokane*, completing her in thirty-two days and six hours. She is one hundred and fifty feet long, thirty-two feet beam, and four feet eight inches hold, with engines from the *Colonel Wright* fourteen by forty-eight inches, and was launched at Celilo in November, 1877. Capt. J. W. Troup was in command during the first year, and E. W. Spencer had charge of her in 1878. Capt. George Gore was with her in 1882 and 1883, using her to carry stone for the railroad bridge at Ainsworth. For the next ten years she was commanded by Capt. John Stump and Captains E. W. and Harry Baughman, the latter having charge of her in 1894. She was rebuilt in 1888 and is apparently good for several years of service. The inevitable opposition on the upper river cropped out again in 1877, the new factor being the *Northwest*, one hundred and twenty-four feet long, twenty-four feet beam, four feet six inches hold, with engines fourteen by forty-eight inches, built at Columbus by the Small Brothers. Capt. T. J. Stump left the Oregon Steam Navigation Company to take command, and operated her until the latter part of 1878, when she went the way of all competitors, and from that time sailed under the Oregon Steam Navigation Company's flag, Stump retaining his position. In 1882 E. F. Coe was in charge, and Fred Wilson was her last captain. As the officers on the middle river and upper river steamers were changed from one boat to another so often, it is difficult to secure a correct list of those serving on each steamer. The following contains the names of those most prominently connected with the operation of the fleet on those waters from 1874 to 1882: Masters—Thomas J. Stump, John F. Stump, George Gore, J. W. Troup, E. W. Baughman, E. W. Spencer, W. P. Gray, De Witt Van Pelt, E. F. Coe, George F. Sampson, Silas Smith, John McNulty, Fred Wilson, Al Pingston; engineers—William Doran, David Pardun, Perry Scott, Peter De Huff, Charles Jennings, Peter H. Crim,[3] Thomas Smith, Henry Smith,[4] Frederick Gates,[5] A. Munger, John Anderson, Charles Dehm, A. H. Forstner,[6] Louis Bert, Donald Urquhart, Luther Cole, C. O. Anderson, Samuel F. Gill,[7] William Newsom, John Eppler,

Samuel F. Gill

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[3] Capt. Peter H. Crim was born in Council Bluffs, Iowa, in 1853, and came to the Pacific Coast in 1869, beginning his marine career on the little sidewheeler *Pioneer* on Yaquina Bay. Since then he has followed his calling all over the Pacific Coast, from Valparaiso to the Arctic Ocean. While on a sealing expedition with the steamer *Kate and Anna*, he was adrift in Bering Sea for several days and came near losing his life, and afterward he was ashore on the Siuslaw bar four days and nights on a coasting steamer. He was the last master of the notorious steamer *Wilmington*, having been in charge when she burned at Linnton in 1893. Since that time he has been running on the steam schooner *Augusta* and other coasters.

[4] Henry Smith, engineer, was born at Oregon City in 1859, and commenced steamboating on the middle Columbia on the *R. R. Thompson* in 1878. He ran for several years on the Columbia River and Puget Sound, and has recently been connected with the steamer *Portland*, formerly the *Haytian Republic*. Mr. Smith obtained considerable notoriety, while first assistant of the *Olympian* on Puget Sound in 1891, through a misunderstanding with Capt. A. M. McAlpine, then in command of the steamer.

[5] Frederick Gates is a son of the late John Gates, and was for twenty years a prominent engineer in the employ of the company which his father served so long and faithfully. During the many years in which he has been engaged on the river he has worked as chief engineer on nearly all of the best steamers owned by the Oregon Steam Navigation Company and its successors. He retired from the river about 1889 and spent five years on a farm near Chehalis, Wash., returning to the water again in 1895 to join the *D. S. Baker* as engineer.

[6] A. H. Forstner, engineer, was born in Pennsylvania in 1842, and commenced his marine career on the Ohio and Mississippi rivers, remaining there until 1877, when he came to the Pacific Coast and found employment on the steamer *Ohio*, running between Portland and Corvallis. He was afterward on the upper Columbia on the steamer *Northwest*, with Capt. Thomas Stump, until she passed into the hands of the Oregon Steam Navigation Company. He then entered their employ and remained with them almost continuously until October, 1889, his last work in their service being on the Cascade boat. After leaving the company he engaged in work ashore at Salem, where he has since remained.

[7] Samuel F. Gill, engineer, was born in England, emigrating to the United States when a boy. He served his apprenticeship at Wooster, Mass., and came to the Columbia River about 1875, when he entered the service of the Oregon Steam Navigation

Harry Coates, J. Carroll, Charles E. Gore, James Driscoll, Charles Stillwell, D. Malin, John Carey, William Hogan, Thomas Hoey, H. Hoffman, Zenas Moody, Fred Last, Angus McDonald, William A. Gilliam,[8] A. Nowlouisky, generally known as Brown; mates—William Johnston,[9] John C. Gore, Charles Parker, John Tell, Louis Johnston, Martin Spelling, William Simpson,[10] Thomas Master, Dave Capp, J. Allen, William S. Worsley,[11] William Miller, Alexander Roach, Alex Gaston, William Bruen, John Johnson, William H. Whitcomb.

HARRY COATES

The People's Protective Transportation Company, which had commenced work on the steamer *McMinnville* in 1876, put her in commission in February, 1877, and in August purchased the steamer *S. T. Church*, built by Captain Cochrane and his associates the preceding year. Her former owner had already commenced work on the *A. A. McCully*, which was launched at Oregon City, July 30th. The new steamer was one hundred and forty-eight feet long, thirty feet beam, and four feet six inches hold, with geared engines twelve by twenty-four inches. Cochrane had charge of the steamer until the following year, when she was bought by Capt. J. D. Miller, who refitted her with more powerful engines and handed her over to Z. J. Hatch, pending the settlement of his financial difficulty. Hatch retained the steamer, and Capt. George Raabe was master for a short time. Capt. I. B. Sanborn meanwhile purchased an interest and commanded until 1884. George Raabe and Sherman V. Short then operated the steamer for Hatch until 1886, when she was taken to the Cascades to be lined over to the middle river. While lying there awaiting a favorable stage of water she was burned, May 22, 1886, carrying at the time $10,000 insurance. Before the People's Protective Transportation Company commenced operations, the Willamette Transportation & Locks Company forestalled a threatened reduction by making a rate of one dollar per ton from Portland to Salem and $1.50 to points above. B. Goldsmith and Joseph Teal, two of the original

CAPT. SHERMAN V. SHORT

Company, under the supervision of John Gates. He worked as a machinist for the company while they were constructing the steamers *Orient*, *Occident* and *Bonita*, and subsequently ran as second engineer on the *Willamette Chief*. In August, 1876, he was stationed at the company's shops at The Dalles and remained there until 1883, except for about a year, when he was in the service of the United States Engineers. While on the upper river he was with Capt. W. P. Gray, during the Bannock Indian War, on the *Spokane*, which was running from Snake River down to prevent the Indians from crossing to the Washington side. On leaving the employ of the Oregon Steam Navigation Company, Mr. Gill engaged in the mercantile business at Portland for about six years and then returned to his calling. Appreciating the value of electricity as the coming motive power, he made a specialty of this branch of engineering, serving first as engineer at the Multnomah Street Railway Company's power-house, and going afterward to the Union Electric Power Company. For the past four years he has been chief engineer of the East Side Railway Company's plant.

[8] William A. Gilliam, engineer, was born in Oregon in 1855, and commenced his marine service on the *Daisy Ainsworth* as deckhand, going from her to the *Tenino* on the upper river, where he served as fireman for two years, and was then made first assistant on the *Annie Faxon*. He was also engaged as fireman on the *Almota* and *John Gates*, and was for four years chief of the *Spokane*, remaining on the upper and middle Columbia from 1876 to 1883, going from there to Seattle as first assistant with Alonzo Vickers on the *Welcome*. He left the *Welcome* soon after reaching the Sound, served as chief on the *Idaho* for about eight months, and then joined the steamship *Umatilla*, but, after making one trip, went to the steam schooner *West Coast* as chief engineer for a year. Since then he has been engaged on the steamers *Cosmopolis*, *Whitelaw*, *Silver Spring* and *South Coast*, remaining with the latter vessel, except at intervals, for nearly six years, and is at present a part owner in the steamer.

[9] William Johnston began his marine life when a boy, sailing out of English and Australian ports in the deep-water trade for several years. He was afterward connected with the celebrated clipper *Young America*, having been one of the crew when she made a record between New York and San Francisco that has never been beaten. After Mr. Johnston's arrival in the Northwest he served on the middle and upper river until 1882, when he came over the Cascades as mate on the *R. R. Thompson*. He abandoned steamboating soon afterward, entered the employ of Brown & McCabe, stevedores, and for the past ten years has been manager of their branch office at Astoria.

[10] Capt. William Simpson has been engaged in steamboating on the Columbia River for over twenty years, beginning with the Oregon Steam Navigation Company on the upper Columbia in the early seventies. He served as mate, pilot and master on several of their up-river steamers, and was for a long time pilot with Capt. George Gore on the steamer *Spokane*, engaged in transporting rock for the railroad bridge at Ainsworth. When Captain Gore was given command of the Northern Pacific transfer boat *Tacoma*, he at once secured Captain Simpson as pilot, a position which he has held continuously during the past ten years.

[11] William S. Worsley of Astoria, Or., was born in Philadelphia in 1849. He began steamboating in the Northwest on the steamer *Spray* in 1868, and remained with the Oregon Steam Navigation Company and their successors until 1884, working most of the time as mate on their steamers on the middle river. On leaving the employ of the Oregon Railway & Navigation Company, he went to Astoria and commenced running as engineer on the *Lillian*, subsequently occupied the same position on the *Rival* for three years, and then removed her machinery and superintended placing it in the *Mayflower*. In 1891 he built the *Queen* and has been with her as engineer since her completion.

organizers of the Willamette Transportation & Locks Company, retired in April, disposing of their interests to Messrs. Corbett & Failing. The *Elvina*, a small propeller designed exclusively for freight and towing, was launched at The Dalles in 1877 by Thompson & Goodnough. She was niney-two feet long, twenty feet beam, five feet hold, with an eight by twelve inch engine. She was jobbing on the middle river until 1882, when Capt. Donald McKenzie brought her over the Cascades.

With the exception of the steamers already mentioned the steamer *Wonder*, built for Weidler's Mills, was the most important addition to the fleet on the Willamette. The *Wonder* was a well built sternwheeler and performed excellent service for over ten years, when she was succeeded by the *No Wonder*. Capt. I. Smith was her first master, and was followed by W. P. Whitcomb, James Whitcomb, Frank B. Turner and Kane Olney;[12] Captain Turner remaining with her many years, with W. H. Marshall as engineer. The Astoria steamer fleet was increased by the *Rip Van Winkle*, *Edith*, *Quickstep*, *Sam*, *Rosetta* and *Brazee*. The first of these was built at Astoria for the various routes on the bay, and was commanded during her career by Captains W. H. Whitcomb,[13] A. T. Davis, Al Harris and John Harlow. She was sixty-two feet long, sixteen feet beam, and six feet hold. Captain Harlow sold the steamer to Jensen & Smith of Seattle in 1881, and she was taken around the same year, commencing to run to Hood's Canal in February, 1882. Jensen & Smith operated her for a short time and then sold her. She was in service on nearly all the routes out of Seattle and was owned at different times by George L. Horner of Tacoma, John English and D. N. Holden of Seattle. Her last master on Puget Sound was Capt. Harry Gillespie, who remained with her until she burned at Kingston, October 18, 1892. The propeller *Edith* was built at Portland in 1877 for J. G. Megler & Co. Eugene Brock, her first captain, was succeeded by Capt. Archie L. Pease,[14] who remained in charge until 1881. Capt. Thomas Crang was master for the next five years, and Fred Sherman, W. P. Whitcomb, Albert Beard, Joseph Church and W. H. Hobson[15] have since been in charge. Michael O'Niel, Thomas Rogers and Albert Ross were among the engineers. The *Edith* was seventy-eight feet long, seventeen feet six inches beam, and nine feet hold.

WILLIAM A. GILLIAM

WILLIAM H. MARSHALL

The *Sam* was a diminutive propeller, with a six by six engine, built at Portland for Capt. A. C. Fisher, who ran her between Astoria and Skipanon. John Douglass was one of her first engineers, and W. P. Dillon[16] afterward owned and operated the steamer. She was in service on the bay for about ten years. The steamer *Brazee* was built at Knappton in 1877 for R. J. Caples, and she is still engaged in towing on the river. The Government snagboat *Corvallis* was completed at Portland in May for service on the Willamette River, and Capt. George Gore was given command of the steamer, which has remained in active service since, and is at present in charge of Capt. Bert Hatch. She is one hundred feet long, twenty-three feet beam, three feet six inches hold. The steamer *Ceres*, a small propeller, was built on the Coquille River in 1877 by Capt. Edward Reed. She was originally fitted with a four by six engine, which was replaced in 1880 by one eight by eight. Captains Edward Reed and O. Reed commanded her until 1886, when Levi Snyder took her for a short time. He was succeeded by John H. Yager, George Leneve, H. W. Dunham,[17] Robert J. Dunham,[18] and N. J. Cornwall.[19] C. E. Lockwood,[20] Joseph E. Fox,[21] and many other well known engineers, have handled her machinery.

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[12] Capt. Kane Olney has been employed in steamboating on the Columbia and Willamette rivers and Puget Sound for about twenty years. He is a brother of the late Capt. Hiram Olney of Seattle, and was interested with him in a number of the Sound steamers. On the Columbia River he was for several years in the employ of the Columbia Transportation Company as mate and master on the *Fleetwood* and *Telephone*. He also commanded the steamers *J. Ordway* and *Wonder* for several months. After leaving the towboat service he was engaged for a short time on the Kalama ferry, and left there to take charge of the Government snagboat *Corvallis*. He subsequently entered the employ of the Oregon Railway & Navigation Company as captain of the steamer *Emma Hayward* and other towboats, and on leaving there worked on the steamer *Lurline* as pilot with Capt. James T. Gray.

[13] Capt. William H. Whitcomb was born in Milwaukie, Or., July 19, 1851, and with his parents went to Shoalwater Bay a few years later. His first marine experience was on plungers and sloops sailing in the bay, and about twenty-five years ago he arrived at Astoria and commenced steamboating on small steamers running out of that city. He went from there to the middle and upper Columbia, where he served as mate on the Oregon Railway & Navigation Company's steamers, afterward serving with Captain Scott on the *Fleetwood*, where he alternated as pilot and master until the completion of the *Telephone*. He was on this steamer in the same capacities from her first trip until she was destroyed by fire, making an enviable record by his skill in handling steamers while so engaged. After the *Telephone* burned he retired from the water for a few months. When the United States steamer *Cascades* was placed in commission in connection with the Government work at Fort Stevens, Whitcomb was given command, and with the exception of a few months, during which the steamer was laid up and he piloted on the *Lurline*, he has remained in charge. While so engaged he has handled the largest tows ever moved on the Columbia River, transporting in a single week six thousand tons of rock from Fisher's Landing to Astoria, a distance of nearly one hundred and twenty miles. Captain Whitcomb is regarded as one of the best fog pilots on the Columbia, and has never had a serious accident with a steamer in his charge.

[14] Capt. Archie L. Pease was born at Oregon City and might appropriately be called a native-born steamboatman, his father, Capt. George A. Pease, the pioneer Willamette navigator, having taught the young man the first principles of the business at a very early age. Captain Archie commenced at the foot of the ladder, and, after working on deck for a little while, took command of small steamers at Astoria. He afterward ran as mate on the Oregon Railway & Navigation Company's steamers for a brief period and then took charge of their towboats. He began running passenger steamers about ten years ago, and since then has handled the best boats of the Oregon Railway & Navigation Company's fleet. He was for a long time master of the *T. J. Potter*, and left her a few years ago to take his present position as branch pilot on the Willamette and Columbia rivers.

[15] Capt. W. H. Hobson was born in Australia in 1858 and is a son of Capt. Richard Hobson, a pioneer pilot on the Columbia. His first marine work was on the Oregon Railway & Navigation Company's Astoria steamers. In 1882 he was master of the tug *Katata* for a year, and then took the steamer *Quickstep* to Puget Sound, remaining there until 1887, when he went to Port Blakely with the steamer *Michigan* and ran her for two years. He was next engaged on the *Sarah M. Renton* for a similar period, leaving her to go as pilot on the *State of Washington*. He was afterward on the West Seattle ferry for a year, and returned to the Columbia in 1893 to command the steamer *Edith*.

[16] Capt. W. P. Dillon, born in New York in 1856, began steamboating at Astoria in 1877. He was owner of the *Sam* and the *Favorite*, and had charge of several other small steamers out of Astoria. He was in command of the steamer *Hermina* when she burned at Willow Bar in 1889. He has recently been running on steamers out of Portland.

CAPT. ARCHIE L. PEASE

The profits of steamboating on Puget Sound and Fraser River were materially lessened by fierce competition in 1877. On the Fraser Commodore Irving was operating the steamers *Reliance* and *Royal City*, William Moore was running the *Gertrude*, and both parties cut rates until the business was unprofitable. On the Sound the steamer *Messenger* was making it interesting for Starr's line, with a twenty-five cent fare from Olympia and Tacoma to Seattle, with a free lunch thrown in. Later in the year a compromise was effected by which Starr received a subsidy of $500 a month to withdraw the *Otter* from the upper Sound route, giving the owners of the *Zephyr* and *Messenger* full sway except on that portion of the Sound where Captain Brittain had the mail contract. Brittain's line included the steamers *Teaser*, *Despatch* and *Comet*, on which he carried the mail to Snohomish, Skagit, La Conner, Whidby Island, Fidalgo, Bellingham Bay, Semiahmoo, San Juan, Orcas and Lopez islands. Capt. John Suffern built a little open-hull steamer at Belltown, near Seattle, calling her the *John Nation*. She was less than forty feet in length, and had a steam fire-engine boiler. The steamer *Nellie* was brought from San Francisco on the deck of the bark *Martha Rideout* and ran as a ferry between Seattle and Freeport. The steam tug *Donald*, an old-timer on the lower coast, arrived on Puget Sound in 1877, where J. B. Libby was her first master, with J. Putnam, engineer. The tug *Pilot*, built in Portland in 1876, was sent to Victoria, Captain Holmes taking command. The pioneers *Goliah* and *Beaver* were both extensively repaired in 1877, the

CAPT. KANE OLNEY

CAPT. H. W. DUNHAM

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[17] Capt. H. W. Dunham, born in Pennsylvania in 1845, first served as an engineer on Coos Bay in 1878 on the *Myrtle*. Since that time he has been interested in several of the best known steamers on Coos Bay and the Coquille and has owned the *Myrtle*, *Antelope*, *Coos* and others. He brought the *Montesano* from Yaquina to Coos Bay and ran her for nearly a year. In 1884 he took the steamer *Coos* to the Coquille River, operating her there for a year, and subsequently brought the *Antelope* from the Coquille to Coos Bay. In 1888 he took the *Annie* to Coquille and in 1891 sold the *Coos* to parties on the Siuslaw, delivering the steamer to them after piloting her over the Siuslaw bar at midnight.

[18] Capt. Robert J. Dunham was born in Iowa in 1860, and began steamboating on Coos Bay on the tug *Escort No. 1* in 1878. He was next second engineer on the steamer *General Wright*, leaving her for the *Myrtle* and the *Coos*. He owned a half interest in the latter vessel, of which he took charge. He was afterward associated with his uncle in the *Annie*, *Ceres* and *Antelope*. He purchased an interest in the *Despatch* on the Coquille, operated her for two years, and then served on coasting steamships, on the *Homer*, *Hattie Gage* and *Weott* as mate, subsequently on the *Alice Blanchard* as master, and is connected with the latter steamer at the present time.

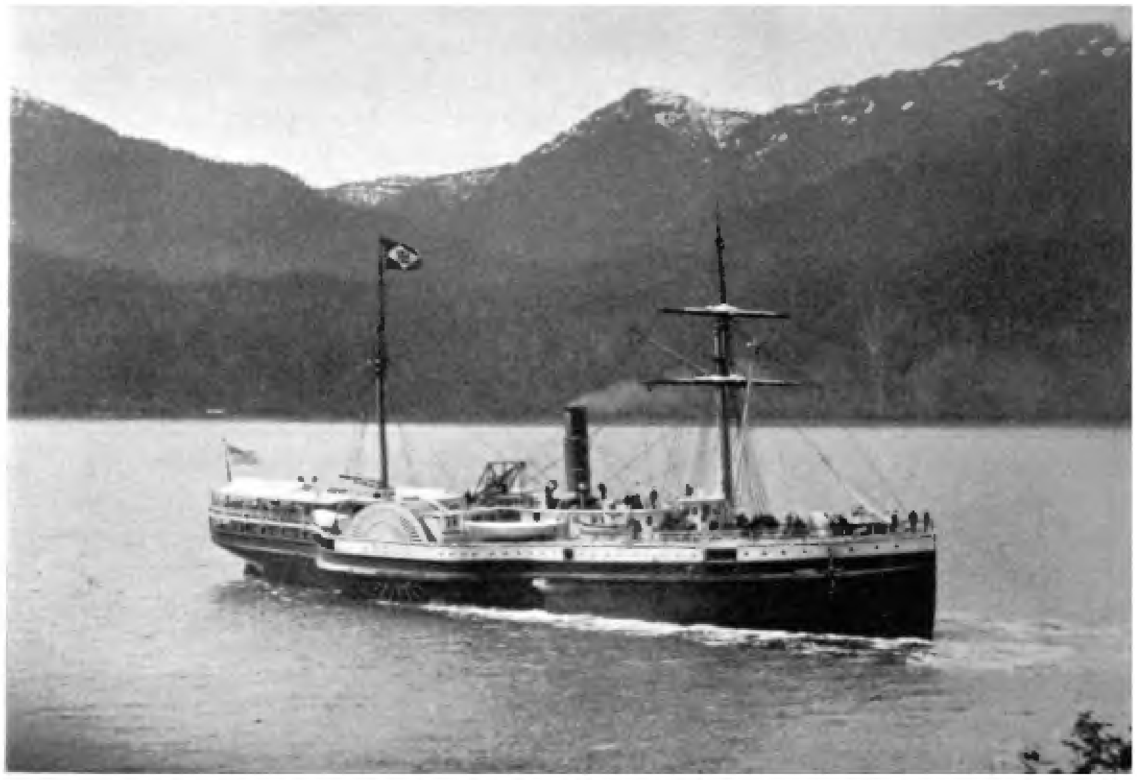
[19] Capt. N. J. Cornwall, of Gardiner, Or., was born in Yamhill County, Or., in 1855, and commenced his marine service carrying the mail between Empire City and Gardiner in 1882. His first steamer was the *Juno*, which he operated for twelve years, and then took command of the *Eva*. He is also interested in the Umpqua Steam Navigation Company.

[20] C. E. Lockwood, engineer, of Bandon, Or., was born in Iowa in 1858. He commenced steamboating on the Umpqua River in 1877, running first as mate and pilot and then as engineer. He was on the steamer *Arago* at different times for about seven years, and on the *Juno* for one year, leaving Coos Bay for Puget Sound, where, however, he remained but a short time. On returning to the Coquille he was engaged on the steamers *Ceres*, *Little Annie*, *Antelope* and *Alert*, and subsequently, with his brother, purchased the *Antelope*, and is still operating her.

[21] Joseph E. Fox, engineer, was born in Kalama, Wash., in 1855, and has been connected with the marine business about twenty years. He began on the steamer *Arago* on Coos Bay, then ran on the steamers *Myrtle*, *Sol Thomas*, *Escort* and *Escort No. 2* as fireman and engineer, leaving the *Myrtle*, where he had served as engineer, to command the steamer *Wasp*, subsequently taking charge of the *Little Annie*, *Coos*, *Comet* and *Yarrow*. In 1892 he left Coos Bay as chief engineer of the *Hattie Gage* in the Eel River trade. When the company was formed to construct the *Weott* Mr. Fox secured an interest, assisted in the building of her machinery, and remained with her as first assistant engineer.

former costing the owners over $15,000. She was equipped with a new boiler, seventeen feet long, fourteen and one-half feet wide, and twelve feet in diameter, and started out in August in charge of Capt. S. D. Libby, with J. F. Drisko,[22] mate. The *Beaver* made her trial trip after overhauling in October, with J. D. Warren, master, and Benjamin Madigan, engineer. The new tug *Richard Holyoke* was launched at Seabeck for the mill company and is still in active service. She was one hundred and fifteen feet long, twenty-four feet beam, and eleven feet hold. Nearly all of the prominent Sound tugboat captains have handled her. Capt. Daniel C. Thomsen[23] ran her for two years on San Francisco bar, and L. Harloe[24] was one of her first engineers.

The value of the fleet owned by the mill company on Puget Sound was an important figure on the assessment roll in 1877. The different vessels and their assessed valuation this year were as follows: Port Gamble—steamers *Goliah*, $11,000; *Favorite*, $10,000; *Cyrus Walker*, $10,000; *Yakima*, $10,000; ships *King Philip*, $11,000; *Sagamore*, $13,000; barks *David Hoadley*, $9,000; *Buena Vista*, $6,000; *Camden*, $3,500; *Rainier*, $6,500; *Roswell Sprague*, $9,500; *James Cheston*, $8,500; *Emerald*, $12,000; barkentines *Victor*, $4,500; *Joseph Perkins*, $9,500. Port Madison—steamers *Politkofsky*, $12,000; *Ruby*, $12,000; ship *Coquimbo*, $7,500; barks *Tidal Wave*, $14,000; *Northwest*, $10,000; *Oakland*, $10,000; *Vidette*, $11,000; barkentine *W. H. Gawley*, $7,000. Port Blakely—steamers *Blakely*, $15,000; *Linnie*, $12,000; ship *Topgallant*, $15,000; barks *Martha Rideout*, $7,500; *Oakhill*, $3,300; barkentine *R. K. Ham*, $14,500. Seabeck—steamer *Colfax*, $2,500; bark *Cassandra Adams*, $30,000. An important event in steamship circles in the Northwest, as well as all over the Coast, was the organization of the Pacific Coast Steamship Company, successors to Goodall & Perkins steamship line. The officers were: Charles Goodall, president; John Rosenfeld, vice-president; George C. Perkins, treasurer; Edwin Goodall, secretary. Their fleet included the sidewheel steamships *Mohongo*, *Orizaba*, *Senator* and *Ancon*, and the propellers *Los Angeles*, *San Luis*, *Santa Cruz*, *Monterey*, *Gypsy*, *Donald*, *Salinas*, *Idaho*, *San Vincent* and *Constantine*. The Oregon Steamship Company's possessions in the Northwest included the sidewheelers *Oriflamme*, *John L. Stephens*, the new propellers *George W. Elder* and *City of Chester*, the *Gussie Telfair* and the *Ajax*. The *City of Chester*, Captain Bolles, arrived at Portland on her first trip March 1st, and, with the *George W. Elder* and *Ajax*, commenced a five days' service between the Columbia River and San Francisco. The Pacific Coast Steamship Company operated the steamers *Idaho*, *Los Angeles*, *Ancon* and *Orizaba* on the same route. The latter vessel made her first trip to Portland in the service of the opposition line August 5th, in charge of the following officers: Johnson, captain; M. M. Robbins, first officer; Henry Lampman, chief engineer; Morgan Williams, first assistant; Samuel Furlong, second assistant; Butman,



STEAMSHIP "ANCON"

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[22] Capt. J. F. Drisko was born in Maine in 1844, and in his early career coasted out of New York on a brig, afterward sailing in deep-water vessels to the West Indies and Europe, in the employ of J. S. Winslow & Co. of Portland, Me. He moved to the Pacific Coast in 1877, joined the old tug *Goliah* as mate for a few months, and was then appointed master of the *Cyrus Walker*, afterward holding the same position on the *Favorite*, *Goliah* and *Mogul*. He remained in Pope & Talbot's employ on Puget Sound for six years, and then went to San Francisco, where he shipped as second mate on the steamship *Alameda*. He left her a year later to take charge of T. P. H. Whitelaw's wrecking steamer, which he commanded for five years, going from her to the *Santa Maria* for fourteen months and then joining the steamship *Noyo*, with which he remained for three years and a half. The *Farallon* was his next command, and, after running her for eighteen months, he lived on shore for a short time. He has recently been appointed master of the steamer *Alcatraz*.

[23] Capt. Daniel C. Thomsen of San Francisco, master of the tug *Monarch*, was born in Norway in 1849, emigrated to the United States about 1866 and sailed out of Baltimore and New York for five years, coming to the Pacific Coast in 1872 and joining the schooner *Ida Florence*. He was afterward mate and second mate on the barks *Amethyst* and *Fremont*, the ship *Germania*, barkentine *Webfoot* and schooner *Hayes* in the northern lumber trade. He then began tugboating and in 1879 was appointed master of the tug *Favorite*, retaining this position for two years. He was then for a similar period on the tug *Richard Holyoke* and the *Water Witch*, on the *Katie* four years, *Sea Witch* two years, *Sea Queen* about three years, and has since been on the tug *Monarch*.

[24] L. Harloe, engineer, of Hoquiam, Wash., was born in England in 1853. After his arrival on the Pacific Coast he was in the employ of the Pacific Mail Steamship Company for eleven years on the steamers *Oregonian*, *Grenada*, *Rio Janeiro* and the *City of Sydney*, leaving the latter to go as chief engineer on the tug *Holyoke* on Puget Sound, and remained with the company that owned her for eight years. He then returned to San Francisco, where he was employed for two years as foreman in the Vulcan Iron Works, after which he went to Hoquiam, where he has since been master mechanic at the mills.

purser; James Holland, steward. The passenger rate on the *Orizaba* was $10.00 and $5.00, with freight $2.00 per ton. The Oregon Steamship Company reduced the schedule still further, carrying passengers at $7.50 cabin and $3.00 steerage. On Puget Sound and the Victoria route, the steamships *Dakota*, Captain Morse, and *City of Panama*, Captain Seabury, were running regularly. The steamship *Constitution*, Captain Seabury, also made a few voyages north until destroyed by fire in San Francisco in October. The *Alaska* then took her place. The old steamers *Arizona* and *Montana* were condemned in San Francisco, and in November, 1877, were burned on the Sacramento mud flats. The *Alexander Duncan* entered the Siuslaw River, July 6, 1877, and is entitled to all the glory attendant on having been the first steamship to enter that harbor, the steamer *Mary D. Hume*, Capt. James Caughell,[25] being a close second.

Sailing vessels built in the Northwest in 1877 were the three-masted schooner *Hueneme*, 346 tons, launched at Port Ludlow, the two-masted schooners *Wailele* and *M. E. Forster* at Port Blakely by Hall Brothers, and the 340-ton schooner *C. H. Merchant* at Marshfield by H. R. Reed. The barkentine *North Bend*, 357 tons, was also built at Coos Bay for A. M. Simpson and was sailed for several months by Captain Houdlette.[26] The Columbia River grain fleet for 1877 included a total of eighty-one vessels: thirty-four British, one French and eleven American ships, and twenty-nine British, two American, one French, one Norwegian and two German barks. These vessels were loaded as follows: Corbett & Macleay six, Allen & Lewis eight, J. McCracken & Co. eight, Henry Hewett & Co. twenty-seven, Salem Flour Mills Company two, Rogers, Meyer & Co. eight, N. Ten Bosch seven, Balfour, Guthrie & Co. twelve, N. Ingersoll one, and J. Laidlaw two. The smallest of the fleet was the British bark *Japan*, 394 tons, and the largest the British ship *Beecroft*, 1,626 tons. Thirty-three of the vessels were over 1,000 tons and seventeen over 1,200 tons. Included in the above were three cargoes of flour, the remainder consisting entirely of wheat. While Puget Sound as yet was not engaged in exporting this cereal, her foreign lumber fleet for 1877 was nearly as large in number as the Columbia River grain fleet. Seventy-two cargoes were sent from the mill ports in 1877, and sixty-five vessels engaged in the trade: ships *Erminia*, *Avarz*, *Annie Fish*, *Alexander McNeil*, *Syren*, *Terrisina*, *Little Willie*, *Annibal Hinto*, *Gavilan*, *Union*, *Mathilde*, *General Butler*, *Lota*, *Libbey*, *Sarah*, *Ventus*; barks *Ella*, *Camden*, *Joselfarer*, *Columbia*, *Mariano*, *Rumajio*, *Kedder*, *Ocean*, *Ellen Isabella*, *Orezero*, *Valparaiso*, *Lily*, *Europe*, *Antonia*, *Mirazarpori*, *Adolpho*, *Buena Vista*, *Atalanta*, *San Francisco*, *Marie Velasquez*, *Anita Delfina*, *Transito Alvarez*, *Chidayo*, *Emerald*, *Lizzie Marshall*, *Empress Eugenie*, *Rainier*, *Cakhill*, *Arkwright*, *Frederika Marie*, *Brier Holme*, *Kalakouaw*, *Egermont Castle*, *Coloma*; barkentines *Joseph Perkins*, *Quickstep*, *C. L. Taylor*, *Amelia*, *Fremont*, *W. H. Dietz*, *Emma Augusta*, *Victor*; brigs *Levi Stevens*, *T. W. Lucas*; schooners *Undine*, *Aurora*, *W. L. Beebe*, *Reporter*, *Excelsior*, *M. E. Foster*. Seventy-two cargoes were carried, some of the vessels making two trips. They were distributed among the following ports: Valparaiso sixteen, Honolulu fourteen, Callao thirteen, Melbourne twelve, Sydney three, Iquiqui three, Adelaide three, New Caledonia two, Tahiti one, Coronel one, Shanghai one, Guaymas one. The cargoes consisted of 37,454,465 feet of lumber, 370,861 pickets, 2,285,500 shingles, 1,120,500 laths and 147 spars.

Fast passages among the Northwestern fleet in 1877 were made by the *Tidal Wave*, Captain Reynolds, which completed five round trips between Puget Sound and San Francisco in five months, and the *Jane A. Falkenberg* sailing from Honolulu to Astoria in twelve days, making a record which is still unbroken. The *Forest Queen*, a Puget Sound built vessel, performed the remarkable feat of making eleven round trips between San Francisco and the Sound in the following time: twenty-six, thirty-one, thirty-one, eighteen, twenty-seven, twenty-eight, twenty-seven, twenty-eight, thirty-two, thirty-four and twenty-four days respectively. She was commanded by Captain Burns. Several fine vessels of the Northwestern fleet made their last port this year, but with the exception of the *W. C. Parke*, which sailed from Port Gamble, August 12th, for Australia and has never been heard of since, the loss of life was small. The *W. C. Parke* was in command of Captain Blackstone, a popular master known all over the coast as "Blackie" (see page 163). The American ship *Commodore*, Capt. Charles Hastorf, from San Francisco for Seattle, stranded two miles south of Tatoosh Island during a strong westerly gale January 10th. A heavy sea was running at the time, and, when the vessel struck, a portion of the rudder was destroyed, rendering her unmanageable. The masts were cut away and three anchors dropped, but without avail, for she drifted ashore and was pounded to pieces in short order. The *Commodore* was about 1,100 tons register and was twenty-one years old. She was in ballast at the time and was insured for $16,000. The wreck was sold to Mr. Lands for $475. The American bark *Cambridge* sailed from Port Ludlow, June 12th, with a cargo of lumber for San Francisco. At 11:00 A. M. the next day, when fifteen miles southwest of Cape Flattery, she encountered a stiff gale and heavy cross-sea and began leaking rapidly. The timbers on the lee side started, and, after an unsuccessful attempt to get the vessel before the wind, the crew began jettisoning the deck load. While so engaged the water-logged craft, with a heavy lurch, rolled on her beam ends. The crew succeeded in launching a boat, and, with the exception of the Chinese cook, escaped in safety and were picked up by the barkentine *Emma Augusta* and taken to San Francisco. The *Cambridge* was old and tender, and with anything but a lumber cargo would have proven a coffin for her crew years before. She was owned by N. C. Brooks, who valued the vessel at $8,000 and the cargo at $3,000. The British iron ship *Swordfish*, 725 tons, Capt. J. S. Handley, from San Francisco for Burrard's Inlet, in ballast, was wrecked November 6th two miles west of Race Rocks. The *Swordfish* sailed from the Bay City, October 20th, entered the Straits, November 4th, and on the fifth encountered calms and variable winds, which hindered her progress. She drifted around until 2:00 A. M. on the sixth, when she struck heavily, making a large hole near the stern, through which the mizzenmast dropped. The vessel was half full of water in a very short time, but remained hanging on the rocks. All hands reached shore in safety and were taken to Victoria by H. B. M. sloop-of-war *Opal*. The American ship *Nimbus*, one of the Columbia River grain fleet, was lost off the mouth of the Columbia, December 29th. The vessel was taken over the bar at 8:45 A. M. by Pilot Doig, drawing twenty-two feet of water, and struck heavily in passing out, but was thought not to have sustained serious damage. Pilot Doig left her, and the captain squared away. At 10:30 the carpenter reported three feet of water in the hold, and at 12:00 o'clock there were six and one-half feet with all the pumps going. The vessel was then headed for the bar, but at 1:00 P. M. the wind died out and the *Aberystwith Castle*, which had passed out of the river a short distance behind the *Nimbus*, was signaled to lay to. At 5:00 P. M. the water had reached between decks, where at 7:00 P. M. it was twenty-one inches deep. The crew took to the boats and rowed to the *Aberystwith Castle*, which stood by until 12:55 A. M., when the *Nimbus* took a final plunge twenty-five miles off the mouth of the river. The vessel was built at Bath, Me., in 1869 and registered 1,302 tons. She was valued at $65,000 and her wheat cargo at $92,498. She was in command of Capt. R. L. Leonard, with Charles Spinner[27] and J. Williams, mates. The crew were taken to Astoria by the tug *Astoria* the next day. Neither the *Aberystwith Castle* nor the *Pilgrim*, which crossed out at the same time, sustained any injury. The ship *Black Eagle*, Captain Hughes, from Puget Sound for Callao, was wrecked on Easter Island, February 2d, becoming a total loss, but the captain and crew were rescued and taken to Tahiti. Captain Hughes, who had been in command of the bark *Edwin*, lost on Vancouver Island two years before, had purchased the *Black Eagle* at a low figure when she was in distress at Esquimalt Harbor, and after refitting her started on the voyage which terminated so unfortunately. The schooner *Oregonian* was driven ashore at the Coquille River, January 16th, and became a total loss. The ship *Herman*, from Callao for Puget Sound, put into San Francisco, March 16th, leaking badly, and was sold and broken up.

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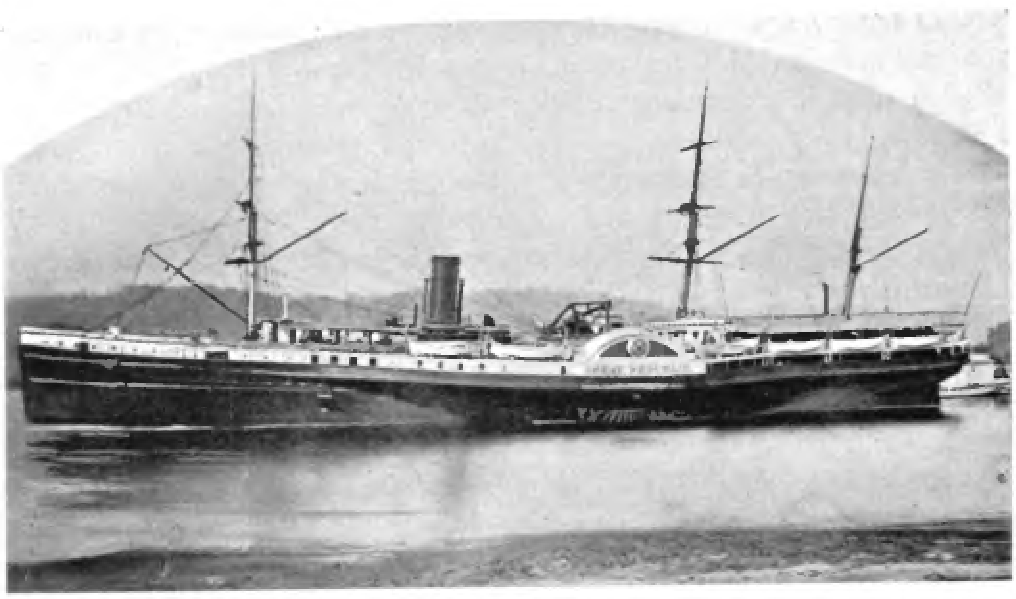
[25] Capt. James Caughell of Gold Beach, Or., was born in Canada in 1835, and came to the Pacific Coast in 1858 as mate with his brother on the schooner *Palestine*. He was then appointed master of the schooner *Pride of the West* and made several trips with her to Shoalwater Bay. In 1869 he built the schooner *Newton Booth*, which he sailed very profitably in the coasting and whaling trade for twelve years, her returns enabling the owners to participate in dividends amounting to $45,000, earned during eight years. The schooner was finally lost in Clover Bay, Bering Sea. Captain Caughell then took command of the steamer *Mary D. Hume*, which he ran to the Siuslaw River until about 1880, this being one of the first vessels in that trade. He remained with the *Mary D. Hume* for five years, and then left her to take the *Clara Light* on a whaling cruise, after returning from which he was in charge of the tug *Pelican*, on the Rogue and Smith rivers, for about two years. He subsequently ran the steamer *Thistle* on the Klamath, Rogue and Humboldt rivers, and about five years ago took command of the tug *Katie Cook*, with which he is still engaged.

[26] Capt. Henry C. Houdlette was born in Maine in 1846, and commenced his maritime life as a boy on the ship *Assyria*, sailing out of Boston. He left the vessel in Marseilles and returned on the American ship *W. S. Lindsey*, which was wrecked inside of Sandy Hook with four hundred emigrants on board. He next made a round trip from New York to San Francisco on the bark *Garibaldi*, and in 1865 came to the Coast as second mate of the ship *Charger*, Capt. J. N. Knowles. At San Francisco he joined the bark *Florence*, in the lumber trade, running as mate for a short time, and afterward served in the same capacity on the ship *Helois*. He was then appointed master of the bark *Scotland*, and has since been in command of the schooner *N. L. Drew*, schooner *Golama*, barkentines *Oregonian* and *North Bend*, schooner *Maggie Johnson*, sailing the latter vessel in the San Francisco and Tahiti trade for three years. In 1880 Captain Houdlette entered the service of J. D. Spreckels & Co., sailing the brig *J. D. Spreckels* for a year, the barkentine *W. H. Dimond* five and a half years, and then taking the steamship *Australia*, with which he has made over one hundred round trips between San Francisco and the Sandwich Islands. He has been continuously in the Island trade for the past fifteen years.



STEAMSHIP "GREAT REPUBLIC"

A new factor in the ocean steamship business appeared on the northern routes in 1878. The fierce competition between the Oregon Steamship Company and the Pacific Coast Steamship Company had no sooner ended than P. B. Cornwall of San Francisco put the steamer *Great Republic* on the Portland route and carried passengers and freight at unheard-of rates. The *Great Republic* was one of the last of the old-style sidewheelers built for the Pacific Mail Steamship Company. She was launched at Greenport, Long Island, in November, 1866, by Henry Steers, for the China trade, and was operated there for a while, but a few years after her arrival she was caught in a heavy gale off the Chinese coast and roughly handled. On account of injuries received at this time, and her heavy coal consumption, she was retired from this route and sold to P. B. Cornwall for an insignificant figure compared with her original cost. Sidewheelers had gone out of date, and it was supposed that Cornwall purchased the steamer, expecting to secure a good subsidy for laying her up. On his failure to accomplish his purpose he put her on the route, and, despite the low rates, carried such crowds that even the enormous running expense failed to consume all the profits. She arrived at Portland on her first trip June 19th in command of Capt. James Carroll, carrying two hundred passengers and four hundred tons of freight, the rates being: cabin $7, steerage $2, and freight $1.50 per ton. She returned to San Francisco with 236 passengers at the rate of $5 and $2. On her second trip north, cabin passage was $4, steerage $2, and freight $1 per ton. She carried 455 cabin passengers and 293 in the steerage. For the few trips following her passenger list was as follows: third, 547 cabin, 227 steerage; fourth, 562 cabin, 262 steerage; fifth, 480 cabin, 195 steerage; sixth, 350 cabin, 126 steerage. On her down trips she took fully as many as when northward bound, passengers traveling back and forth because it was cheaper than boarding ashore. Cornwall continued her on the route until April, 1879, when she was wrecked on Sand Island while bound in with nine hundred passengers aboard. The *Great Republic* was a bark-rigged vessel three hundred and seventy-eight feet long, forty-seven feet beam, and thirty feet hold, registering 3,882 tons. She was constructed of white oak and chestnut with iron and copper fastenings, had three decks, and power was furnished by four boilers and a vertical-beam engine. She was remetaled in 1872, and was said to be in fair condition when lost (see wreck of *Great Republic*). Despite her mammoth proportions she was a rapid traveler and on her last trip out from Portland made the run to Astoria in five hours and fifteen minutes. Mr. Cornwall still further interfered with the profits of the old steamship company by securing the Alaska mail contract, in the fulfillment of which he operated the *Little California*, running her north from Portland, where N. B. Ingalls was agent for the two steamships. Prior to the *Great Republic's* arrival, rates between San Francisco and Portland had been restored to the old figures, $25.00 and $12.50. In November the steamship *Empire*, C. H. Butler, captain, J. C. Hunter, first officer, began running on the Victoria route in opposition to the regular steamships. The steamship *John L. Stephens* was sold in San Francisco to Sisson, Wallace & Co., who sent her to Karluk, Alaska, where she was used as a floating cannery. The new steamship *State of California*, built for the northern trade, was secured on completion by the Russian Government, who paid a big bonus over her original cost. Work was immediately begun on a duplicate, which is now on the Portland and San Francisco route. The old steamships *Constitution* and *Colorado* were sold in San Francisco to T. P. H. Whitelaw and were broken up. In March the steamship *Dakota* made the run from San Francisco to Victoria in sixty-six hours and ten minutes, which at that period was the best on record. The old steamer *Gussie Telfair* was purchased in April by Frank Barnard & Co., who refitted her for the Coos Bay, Empire City and Marshfield trade. The *R. R. Thompson*, an elegant sternwheeler, in every respect the equal of the *Wide West*, was launched on the middle river in June, 1878. She made her trial trip September 28th in charge of Capt. George Ainsworth and Engineer Peter De Huff, and was at once placed in service on the middle river, Capt. John McNulty in command, George Knaggs, purser. After four years in this trade she was brought over the Cascades, June 3, 1882, and has been in active service almost continuously since that time, running for a brief period on the Cascade route and afterward to Astoria. Although seventeen years have passed since the *Thompson* commenced operations, but few faster and no better steamers have appeared. She is capable of making rapid time with a big cargo, and has passenger accommodations unsurpassed by any steamer in the Northwest. After going to the lower river she was commanded for a short time by Clark W. Sprague, E. F. Coe and L. A. Bailey. In 1888 Capt. Samuel Colson, who had been with her a long time as mate and pilot, was given command and handled the steamer nearly seven years, Capt. Willis C. Snow[28] succeeding him in 1894. George F. Fuller,[29] who was second engineer with William Doran when the

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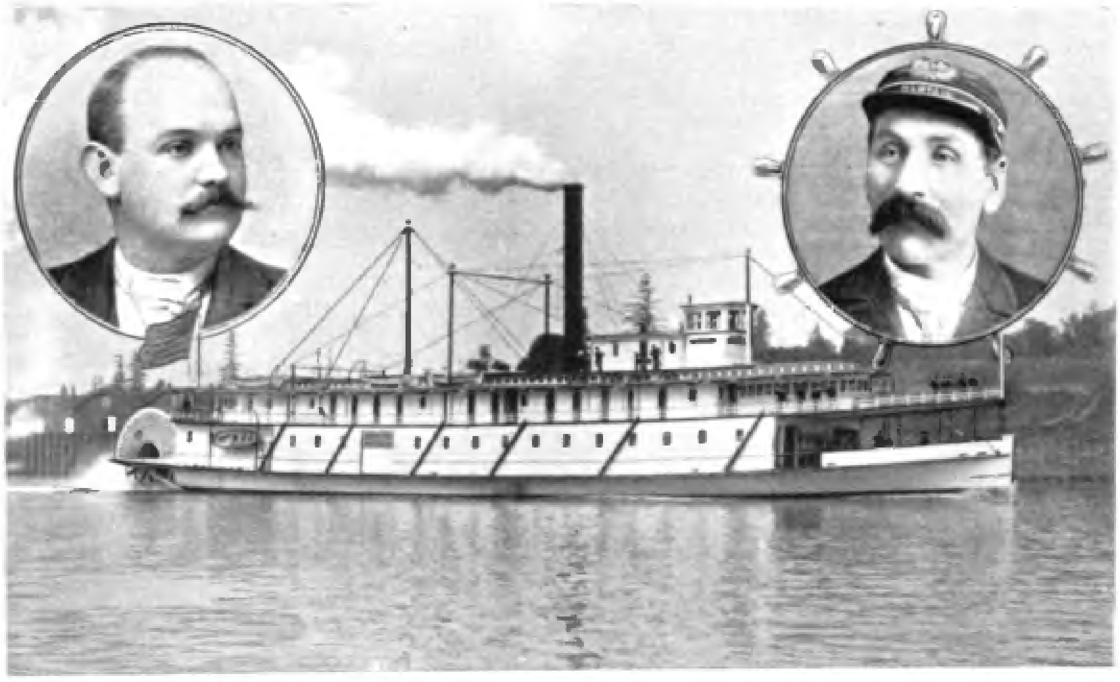
[27] Capt. Charles Spinner was born in New York City in 1849, began sailing on deep-water vessels when a boy, and first came to the Columbia River in 1875, where he worked for a short time on the tug *Astoria* and then joined a river boat. He was in the service of the Oregon Railway & Navigation Company for many years. His last work in their employ was on the *Harvest Queen*, of which he was master on the Astoria route, after which he took command of the steamer *No Wonder*.



CHIEF ENG. GEO. F. FULLER   STEAMER "R. R. THOMPSON"   CAPT. SAMUEL COLSON steamer went over the Cascades, has been chief engineer for nearly ten years, having been connected with her longer than any other of her officers, with the exception of Captain Colson. The *R. R. Thompson* is two hundred and fifteen feet long, thirty-eight feet beam, and nine feet six inches hold, with engines twenty-eight by ninety-six inches; net tonnage, nine hundred and twelve. She was hauled out for extensive repairs in 1888 and was set afloat three months later with practically a new hull. In June, 1892, she sank near Mt. Coffin and was raised with great difficulty and brought to Portland for repairs (see 1892). The steamer *S. G. Reed*, built by the Oregon Steam Navigation Company for the lower river trade, was launched at Portland in July, 1878, making her trial trip September 9th. The following year she was operated as a seaside boat in charge of Richard Hoyt, captain, A. E. Dierdorff, chief engineer, W. G. Dillingham, purser, E. J. Moody, first officer. Capt. John Wolf afterward handled the steamer on the Cascade route, and Babbidge, Emken, Pease, Kindred, Moody, Bailey and Sullivan were in charge on the Astoria run. She was retired from service in 1894. The *Reed* was one hundred and seventy-five feet long, thirty-three feet beam, and seven feet hold, with engines eighteen by eighty-four inches.

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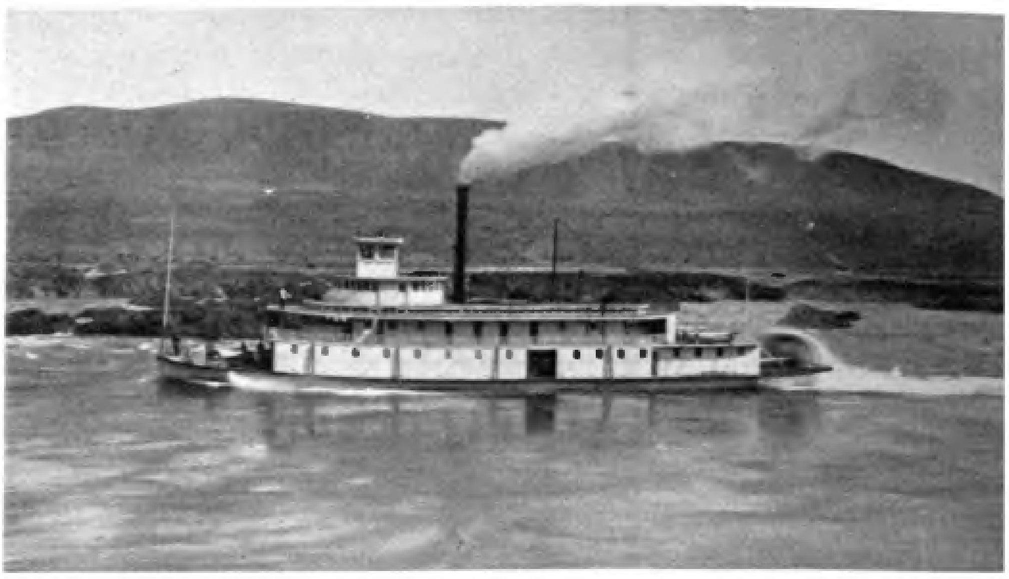
[28] Capt. Willis C. Snow was born in Maine in 1853. After following the sea for several years he engaged in steamboating on the Columbia River on the *Willamette Chief* in 1879, but since that time has been almost continuously with the Oregon Railway & Navigation Company, with the exception of about a year, during which he had charge of the city dredge. He is at present master of the steamer *R. R. Thompson*.

[29] George F. Fuller, engineer, was born in Chico, Cal., in 1861, and came to Oregon when a boy. He commenced his career as fireman on Willamette River steamers, going subsequently to the middle Columbia, where he joined the *R. R. Thompson* in 1881. After serving as assistant engineer for a few years he was appointed chief, a position which he has since held. The splendid work of the *Thompson* during the many years in which Mr. Fuller has served with her is a high compliment to his ability.



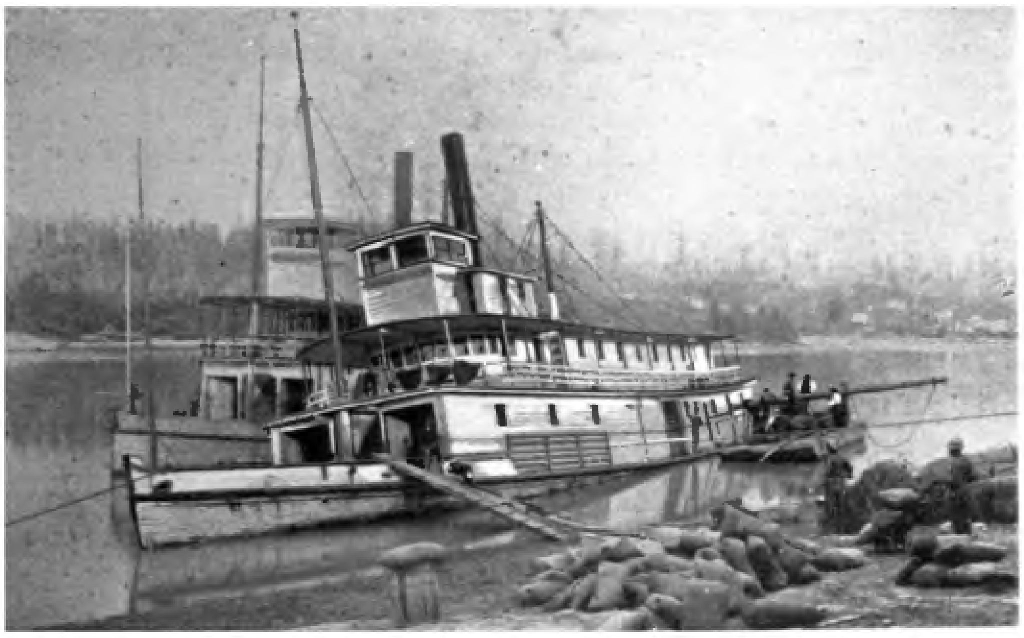
STEAMER "JOHN GATES"

The steamer *John Gates* was added to the Oregon Steam Navigation Company's upper river fleet in 1878. She was built at Celilo, and was one hundred and fifty-one feet long, thirty-two feet beam, four feet eight inches hold, with engines sixteen by fifty-four inches. W. P. Gray was her first master, and he was succeeded by Pingston, Stump, Sampson, Troup and others. In 1884 Captain Troup made a record for the steamer by taking her over Priest, Rock Island and Cabinet rapids, the object of the trip being to ascertain if the river was navigable. Among those aboard were General Gibbons and staff, H. S. Rowe, Charles Ladd, John Gates and C. A. Dolph. The steamer was condemned several years ago, and in 1894 her house was placed on the hull built for the new steamer *Lewiston*. The Oregon Steam Navigation Company built the *Harvest Queen* at Celilo in 1878 to run in connection with the improved service on the middle and lower river. The *Queen* was the largest steamer on the upper river, and, while she was not very rapid in her movements, was as elegantly equipped as the steamers farther down stream. Capt. James W. Troup was given command and ran the *Queen* between Celilo and Lewiston until February, 1881, when she was taken over Tumwater Rapids, furnishing one of the most exciting trips ever made on the Columbia. She left Celilo, February 8th, in charge of Captain Troup, with Engineers De Huff and Pardun. When she struck the brink the rudders were torn off and the wheel damaged. The next plunge broke her starboard eccentric, and in this helpless condition she collided with a submerged rock, tearing a hole in the hull and filling two compartments. Rudderless and unmanageable, she swung from this obstruction and shortly afterward encountered a reef, which tore off the bow and nosing. The swift current parted the chain of the anchor, which was dropped, but fortunately the kedge held her. In the meantime the engineers had partly repaired damages, and, with one engine working through broken pillow blocks, she was landed, and further repairs were made. A week later she was taken through the little Dalles and on the eighteenth through the big Dalles. Capt. John McNulty commanded the steamer on the middle river, where she remained until 1890, when Captain Troup piloted her safely over the Cascades. Since that time she has been engaged on the lower river, with Capt. Edward Sullivan in charge most of the time. The *Harvest Queen* is two hundred feet long, thirty-seven feet beam, and seven feet six inches hold, with engines twenty by ninety-six inches. She was extensively repaired in 1890. While 1878 was the banner year of steamboat building in the history of the Oregon Steam Navigation Company, a great many fine steamers were set afloat by others. The *Lurline*, the fastest and finest steamer of

CAPT. WILLIAM P. GRAY

her size ever on the Columbia River, was launched September 30th by Jacob Kamm, who had built the first sternwheeler in the Northwest nearly a quarter of a century before. Capt. James T. Gray[30] took charge of the *Lurline* and handled her on the Vancouver route for the first ten years of her career. During the summer season she made one trip a week in the seaside traffic, and occasionally towed ships, competing with the Oregon Railway & Navigation steamers. Numerous ventures of this nature, in which the stanch and speedy *Lurline* was engaged, are said to have cost the Oregon Railway & Navigation Company over half a million dollars. In 1889 that company leased her, and, in command of Captain Pillsbury, she was operated on the Cascade route until 1892, when Kamm again commenced regular trips to Astoria. Captains Charles T. Kamm,[31] Exon, Dubeck, Gray and others have had charge of her, and she is still making a round trip a day between Astoria and Portland. The *Lurline* is one hundred and fifty-seven feet long, thirty feet seven inches beam, and six feet six inches hold, with engines eighteen by seventy-two inches. The steamer *City of Quincy* was launched at Portland in 1878 for the Lewis River trade, making her trial trip November 12th. She was built by Buchanan Brothers, and the following year went on the Dayton route in command of Capt. I. B. Sanborn, with Richard Oakley, purser. Capt. W. S. Buchanan took charge of her in 1880 and remained with her until June, 1882, when she was sold to Puget Sound parties for the Skagit River traffic. Her first master on the Sound was Daniel Benson, who was succeeded by Captains Denny, Bailey,[32] Gatter, Sinclair, Parker and others. Among her engineers were Charles H. Grinwald[33] and I. J. Homan.[34] The *Quincy* was one hundred and ten feet long, twenty-two feet beam, and four feet six inches hold, with engines twelve by forty-eight inches. The steamer *Traveler* was constructed in 1878 by Capt. Louis Love for the local business between Portland and Rooster Rock. She was launched

CAPT. CHARLES T. KAMM



STEAMER "CITY OF QUINCY"

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[30] Capt. James T. Gray, the youngest of a quartet of well known Northwestern steamboatmen, has been engaged in the marine business for over twenty years, and is best known through his work on the *Lurline*, which he has commanded, except at short intervals, since her launching. He ran her first on the Vancouver route, and also handled her as a towboat and in the seaside trade. Captain Gray's ability as a steamboatman is unquestioned, and, in the many hard transportation battles participated in by the *Lurline*, his tireless energy and skill have played a most important part.

[31] Capt. Charles T. Kamm is the only son of Portland's millionaire steamboat owner, Jacob Kamm, has literally grown up with the business, and has at different times commanded all of the steamers owned by the different transportation companies of which his father was the leading spirit. He has been master of the *Ocean Wave*, on the Ilwaco route, since her construction, and for the past five years has been superintendent of the Vancouver Transportation Company and the Lewis River Transportation Company, beside looking after the Portland business of the Ilwaco Railway & Navigation Company. The fact that he is a millionaire's son has never affected Captain Kamm, and no man employed on the steamers of the company is a harder worker or performs his duties more thoroughly.

[32] Capt. Henry Bailey of Ballard, Wash., is a native of Whidby Island, and began steamboating on the *J. B. Libby* in 1875. Since that time he has been connected with nearly all of the steamers on Puget Sound. He was last in command of the steamer *State of Washington*.

[33] Charles H. Grinwald, engineer, was born in Massachusetts in 1853 and came to Puget Sound in 1873, his first work after his arrival being on the tug *Favorite*. He went from her to the *Cyrus Walker*, and subsequently to the *Yakima*, *Goliah* and *Daisy*. After leaving the *Daisy* he went to Portland and was engineer for a short time on the Vancouver ferry *Velo*. He then returned to the Sound and ran on the steamers *City of Quincy* and *W. K. Merwin*, remaining on the former three and one-half years, and was also engaged on the steamers *Willie*, *Mabel*, *May Queen*, *Cascades*, *Monte Cristo*, *Utopia* and *Henry Bailey*, serving on the latter steamer until she sank in February, 1894. He was on the *Favorite* when she foundered at Port Ludlow, on the *Daisy* when she went down at Yesler's wharf at Seattle, on the *City of Quincy*, sunk near Mt. Vernon with a $10,000 cargo, and on the *Mabel* when she suffered a similar mishap in Humboldt Slough. He was also a passenger on the ship *David Hoadley* when she was wrecked.

[34] I. J. Homan, engineer, was born in Maine in 1855. He was employed on the steamers *Great Republic* and *Japan* between the Pacific Coast and China in 1875, but left this service in a few months and worked for three years in the Risdon Iron Works, San Francisco, going then to Puget Sound, where he found employment in the Port Gamble machine shops for a short time and then began running on the steamer *Cyrus Walker* He left the *Walker* to put the machinery in the *Addie*, on which he served for a year, and then remained ashore for a few months. He returned to the water on the steamer *Yakima*, where he ran as chief for six months and subsequently went to the steamers *W. K. Merwin* and *City of Quincy*. He was also on the tug *Merrimac* for nearly a year, and then worked on shore for the Seattle Coal & Transportation Company, thence for the Renton Coal Company, the Cedar River Coal Company, and the Black Diamond Coal Company, in whose employ he is at present.

June 16th and commenced running in command of her owner, with Joseph Burgy,[35] mate, and Fred H. Love, engineer. She was sold in 1881 to L. D. Brown, who ran her a few months and then turned her over to John Crouch, who operated her very profitably while the Oregon Railway & Navigation Company were building the road between Portland and the Cascades. Jacob Dubeck next purchased the steamer, and Capt. L. A. Bailey became master. In 1882 she was disposed of to the Buchanans, who operated her until 1889, when she was bought by David Upton of Gray's River, who rebuilt and renamed her *City of Frankfort*, in honor of the boom town at the mouth of the stream. Upton initiated opposition with her on the Astoria route, and she was subsequently bought in by the Columbia River & Puget Sound Navigation Company and finally sold to Captain Day. She is now in use as a towboat. Her dimensions are: length, one hundred and twenty-four feet; beam, twenty-two feet; depth of hold, four feet six inches.

Charles H. Grinwald

Capt. S. S. Douglass, the pioneer ferryman of Portland, built the sidewheel steamer *Westport*, which received her name from the town where she was constructed. She was one hundred and eighteen feet long, twenty-two feet beam, and five feet six inches hold, with geared engines ten by sixteen inches, which were handled from the pilot-house, the captain having full control while making a landing. She made a few trips on the seaside route, and was subsequently operated as a general jobbing boat, making a specialty of carrying parties of sportsmen from Portland to the shooting-grounds on the lower river during the hunting season. She was burned at Westport in December, 1886. The steamer *Toledo*, built at Portland in 1878 for the Cowlitz River trade, was owned and operated by Joseph Kellogg. Captains Orrin and Charles H. Kellogg[36] were in command for ten years, and in 1891 she was sold to the Woodland Navigation Company, who put her in the Lewis River traffic in charge of Capt. W. A. Davis. She was afterward disposed of and went on the Yamhill route in charge of Captains Exon and Geer. The *Toledo* was one hundred and nine feet long, twenty-two feet beam, and four feet hold, with engines ten by forty-eight inches. The Lewis & Lake River Transportation Company, composed principally of farmers living along those streams, built the steamer *Latona* at Portland in 1878. W. G. Weir was master until 1882, when John H. Bonser[37] took charge. She left the Lewis River in 1886 and was put on the Oregon City route by the Grahams, Capt. A. B. Graham commanding until 1891, when she was condemned and replaced by the *Altona*. The *Latona* was a sternwheeler, ninety feet long, eighteen feet beam, and three feet six inches hold. Other additions to the Columbia and Willamette fleet were the *Luckiamute Chief*, built at Portland, *Carrie Norton* at Canemah, the *Saranac* at Waterford, and the steamer *John Nation*, which came from Puget Sound to Kalama by rail. The *Mud Hen* was the very appropriate name given a small sternwheeler built by the Dunhams on the Coquille River and used on Beaver Slough, a tributary of that stream. The *Mud Hen* was thirty-two feet long and six feet beam, a few inches narrower than the stream, and her route extended from the river to Toledo, a distance of five miles, the shrubbery on both sides of the stream forming a complete arch the greater part of the distance. Every night the beavers would build numerous dams across the diminutive marine highway, and Captain Dunham and his nephew, Robert J. Dunham (at present master of the steam coaster *Alice Blanchard*), would wade out in their gum boots to remove the obstructions. "What you need are locks instead of dams," suggested a passenger on a trip when the tide had ebbed and left a very light depth of water in the slough. "Don't mention it," retorted

Capt. Henry Bailey

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[35] Capt. Joseph Burgy commenced steamboating on the Columbia River about twenty years ago. He was mate and master of the steamer *Washington* from the time she was built until she went to the Sound. He afterward took command of the *Calliope*, which he handled on the Portland and Cascade route until the new *Multnomah* was built. While engaged on the latter steamer he was severely injured by a blow from a fender, which incapacitated him for work for several months. On his return to the river he served as mate and master of the *Ione* with Capt. William Buchanan, and for the past four years has had command of the *Undine*, running to Vancouver.

[36] Capt. Charles H. Kellogg was born in Ohio in 1846, coming to Oregon with the family. He began steamboating under Baughman on the *Senator*, which he soon afterward commanded, retaining his position until the People's Transportation Company sold out. He piloted the first steamer through the locks after their completion, and when the Willamette Transportation Company came into existence became captain of the *Governor Grover*. He subsequently handled various boats for the Oregon Steam Navigation Company, and was a stockholder in the Joseph Kellogg Transportation Company. He was in charge of the *Joseph Kellogg* until his death, which occurred August 7, 1889.

[37] Capt. John H. Bonser was born in Washington Territory in 1855, and steamboated on the Lewis River on the *Latona* in 1878. He ran on this route for nearly ten years, commanding several different steamers. For the past three years he has been in charge of the Hudson's Bay Company's steamer *Caledonia* on the Skeena River, where he has made a good record as a swift-water navigator.

Lord Bennett, who was a frequent traveler on the line; "there are locks of my hair on every crab-apple tree between the Coquille and Toledo." The *Mud Hen* was not a thing of beauty, but she cleared her owners an average of fifteen dollars per day and was a great convenience to the residents in that locality.

Capt. J. F. Dunham

After an absence of nearly seven years, during which she had received over fifty thousand dollars in subsidies, the handsome sidewheeler *Olympia* returned to Puget Sound in command of Captain Stothard. She arrived at Victoria, July 9th, and, after making a few trips in that section, ran for a short time between Portland and Sound points, and subsequently, in September, made several trips to Alaska. George S. Wright, her owner, accompanied her north, but, failing to find so remunerative a business as the *Olympia* had enjoyed in her early career, he sold her to the Hudson's Bay Company for $75,000. Her new proprietors put her under the British flag, and, in command of Captain Lewis, she commenced running between Victoria and New Westminster in opposition to the *Wilson G. Hunt*, which Capt. John Irving and A. S. Bates purchased in San Francisco in February and started on the route in April. The presence of two such fine steamers operating at low rates was an incentive to travel of which the public promptly availed itself. The steamer *Sir James Douglas*, for many years a standby for both the Government and the people of British Columbia, was put on the Puget Sound mail route in July. P. D. Moore, the mail contractor, having failed and deprived the Victorians of postal facilities, Captain Starr refused to assist them until the Government acceded to his terms, and, when a new contract was entered into, the *Douglas* was relieved by the *Isabel*. The handsome little steamer *Woodside* was built at Sooke in 1878. She was eighty feet long, fifteen feet beam, and six feet hold, and performed excellent service for many years between Victoria and Sooke, beside towing and jobbing at Victoria. She was owned and commanded for a long time by Captain Trenchard, with Michael Hare,[38] engineer, but was wrecked March 12, 1888. The *Iris*, a small propeller of about twenty tons burden, was built at Victoria in 1878 for the Northwest Commercial Company, making her trial trip May 3d. A sternwheel steamer, the *Spallamacheen*, eighty-three feet long, seventeen feet beam, and five feet hold, was launched on Kamloops Lake, July 3d, for the Kamloops Steam Navigation Company. She was built by A. Watson of Victoria for the Spallamacheen River trade, and was equipped with a threshing-machine engine, which was very noisy. It was owing to this fact, and probably, also, to a disinclination to attempt the pronunciation of her name in full, that the residents along the lake and river called her the *Noisy Peggy*. Dease Lake, in the Cassiar country, witnessed the advent of the steamer *Lady of the Lake*, launched in June by Capt. John McKenzie. She was sixty feet long, thirteen feet beam, and five feet hold. The steamer *Josephine*, a sternwheeler of about eighty tons burden, was set afloat at Seattle in 1878, and a week later the *Gem* was launched from an adjoining yard. By a singular coincidence, both steamers met their fate five years later at nearly the same time. The *Gem* was built for Captain George W. Gove,[39] who used her mostly for towing. She was destroyed by fire off Appletree Cove, February 7, 1883, and five people lost their lives (see wreck of steamer *Gem*, 1883). The *Josephine* was constructed for the Skagit River trade by J. W. Smith at Lake's yard, North Seattle. Before she was completed, J. J. Moss, who owned a half interest in the old steamer *Wenat*, purchased a similar share in the new boat and transferred to her the engines and boilers of the *Wenat*. After a short time Capt.

Capt. George W. Gove

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[38] Michael Hare, engineer, was born in Ireland in 1847. He sailed for a few years on the Atlantic Coast, and in 1868 came around from New York through the Straits of Magellan as second mate on the schooner *Sir Walter Raleigh*. He then joined the steamship *Active* as quartermaster, afterward running on the *Gussie Telfair* about a year, and eighteen months on the *Little California*. He was second engineer on the tug *Pilot* three years, and chief on the *Woodside* four years and the *Robert Dunsmuir* two years. In 1887 he built the steamer *Badger* and served as master of her for a time, but in the fall of 1893 her machinery was removed and placed in the *Mary Hare*. Mr. Hare is also the owner of three barges.

[39] Capt. George W. Gove was born in Maine in 1838, and, after sailing on the Atlantic Coast and to various parts of the world for about twenty years, reached San Francisco as mate on the ship *Samoset*, remaining with her in the coasting trade for seven years, during six of which he was master. He subsequently ran for a short time on the Sacramento River and then went to the Sound, where he secured the steamer *Celilo* in 1874, operating her a short time and then purchasing the *Black Diamond* from the Tacoma Mill Company. He handled the latter steamer in the jobbing trade for about a year and then built the steamer *Gem*, which he ran four years on White River and other local routes. After the *Gem* was destroyed by fire he constructed the steamer *Glide*, which he put in the Skagit River trade. After a year in command he retired and five years later sold the steamer. In the meantime he constructed the steamer *Cascades*, which he operated on the Snohomish and Snoqualmie rivers for three seasons. He also constructed the steamers *May Queen* and *Gleaner*. In 1889 he disposed of his interests in the *Glide*, *Cascades*, *May Queen* and *Gleaner*, and took charge of the Snoqualmie Hop Ranch, the largest in the world.

W. K. Merwin[40] purchased the interest held by Moss, and Smith sold his share to C. P. Farrer. Merwin subsequently purchased the other holdings and operated the steamer until November, 1881, when he disposed of her to J. B. Ball, Newton Hartman[41] and Fritz Dibbon for $7,000. Her boiler exploded January 16, 1883, killing eight people. The hull was comparatively uninjured and was repaired in March and purchased by Moran Brothers. They in turn disposed of her to D. K. Howard of Seabeck, who put the steamer on the Snohomish route in charge of N. L. Rogers. In 1891 she was purchased by M. L. Lewis to run between Olympia and Shelton (see wreck of steamer *Josephine*).

CAPT. NEWTON HARTMAN

The *Old Settler* was the name of a cheaply constructed steamer built at Olympia in 1878. Her owners became involved in legal difficulties, and she soon passed into the hands of Struve, Haines & Leary, a firm of Seattle attorneys, who disposed of her to Capt. S. P. Randolph. She ran as a towboat for a short time, and the machinery was then removed and sold to a Seattle printer. The hull drifted under the wharves at Seattle, and sank. Other additions to the steam fleet on Puget Sound were the *Brunette*, a small propeller which came from San Francisco, and the *Lady Washington*, brought down from Black River to the Sound by the Seattle Coal Company. The *James Mortie* was also taken from Lake Washington, and, after being repaired, commenced running on Hood's Canal. The tug *Donald*, after a short stay on the Sound, returned to San Francisco in July. The lighthouse tender *Shubrick* was in charge of Captain Kortz and Chief Engineer Cookson[42] this year. At Port Ludlow the following vessels were built in 1878: barkentine *Catherine Sudden*, 405 tons; Hawaiian schooners *Waiehu*, sixty tons, *Liholuho*, 122 tons, and *Luka*, 122 tons; and the schooner *Peerless*, 232 tons, was launched at Coos Bay. Other marine craft constructed on the Sound, in addition to those previously mentioned, were the small steamer *Hyack* and scow schooners *Lake*, *Ark*, *Schwabacher*, *Maggie*, and the bark *David Hoadley*, rebuilt at Port Gamble. The ship *Majestic*, Capt. John A. Hatfield,[43] was

CAPT. JOHN A. HATFIELD

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[40] Capt. W. K. Merwin was born in Illinois in 1853, and moved to Puget Sound in 1875, his first work being on the steamer *Etta White* with Captain Smith. After a short time he went to the steamer *Phantom*, remaining two years. He was afterward employed on sailing vessels between the Sound and San Francisco, and then purchased a one-half interest in the steamer *Josephine* from J. J. Moss, running with her as engineer for a short time. Later he acquired the remaining interest in the steamer and took command. He operated her for several years, and subsequently constructed the steamer *W. K. Merwin*, which he ran for three years and then sold to the Washington Transportation Company. His next steamer was the *Al Ki* of Utsalady, which he left to build the *E. W. Purdy*, which he operated on various routes out of Seattle about four years until she was destroyed by fire. Captain Merwin then retired from the water and has not engaged in steamboating since.

[41] Capt. Newton Hartman was born in California in 1854, went to Puget Sound a few years later, and in November, 1881, became interested in the steamer *Josephine* with J. B. Ball and Fritz Dibbon. After the loss of the *Josephine* he was engaged in a number of other steamboat ventures, and has recently been connected with the *Clan Macdonald*. He was on the *City of Stanwood*, burned January 20, 1894, near Port Susan. Before going into the steamboat business, Captain Hartman had navigated all portions of the Sound with canoes and small sailing vessels.

[42] Frank Cookson, engineer, was born in Pennsylvania in 1844, and in 1861 joined the steamer *Charles A. Thomas*, in the transport service out of New York, as third assistant engineer, his apprenticeship having been completed at the Erie Railroad shops and the Delamater works in New York. After remaining in this service a short time he entered the employ of the Novelty Iron Works, and while there worked on the steamship *Montana*, then under construction. In 1869 he made the overland trip to San Francisco, and shortly after his arrival joined the steamship *Oriflamme* as second assistant and was soon afterward promoted to first assistant and chief, and while on Holladay's payroll occupied one of these positions on the *Ajax*, *Pelican*, *Idaho* and *Orizaba*, quitting the first mentioned to enter the lighthouse service, where he remained four years as chief engineer of the *Shubrick*, leaving her to accept a position on the fireboat *Governor Irwin*. Eighteen months later he resigned to become chief on the *City of Chester*, and remained with the latter for nine years on the Alaska, Puget Sound, Humboldt and other routes out of San Francisco. When the *Oceanic* ended the career of the *Chester*, Mr. Cookson joined the *Idaho* and was with her as chief engineer until she was wrecked on Race Rocks. He subsequently returned to San Francisco, and about a year ago joined the steamer *Progreso*, running to Panama.

[43] Capt. John A. Hatfield of Seattle was born in London in 1849, and when a lad of fifteen left Liverpool as deckboy on the ship *Kingfisher*, bound for Hongkong, and from there came across to San Francisco and thence to Honolulu, where the ship loaded for Liverpool. From Liverpool young Hatfield went to Boston with the *Kingfisher*, where she was sold, and he shipped as third mate on the ship *Majestic*, which sailed from Philadelphia to South American ports in 1869. He remained with the *Majestic* eleven years, sailing all over the world and rising from the position of third mate to that of master and part owner of the vessel. On January 16, 1878, he arrived at San Francisco with the *Majestic* direct from Boston and placed her in the coasting trade, where she has since sailed with almost clock-like regularity. After reaching this coast Captain Hatfield operated the *Majestic* until 1884, when he sold his interest in the ship and engaged in the mercantile business with W. R. Ballard, at the same time purchasing a third interest in the steamer *Zephyr*, which Captain Hatfield occasionally commanded. The partnership with Ballard continued until

enrolled among the coasting vessels. The Puget Sound lumber fleet was larger and the Columbia River grain fleet smaller than in 1877. Among the vessels in the former was the ship *Brown Brothers*, which arrived at Boston with the first cargo of ship spars and deck planking from the Pacific Coast. Forty-nine vessels, including twenty-four British ships and eighteen barks, four American ships and two barks, and one French bark, comprised the Columbia River grain fleet. The smallest vessel was the French bark *President Thiers*, 391 tons, the largest the British ship *Cape Breton*, 1,504 tons, which carried a cargo of 23,430 barrels of flour, valued at $108,000. Twenty-seven of the vessels were over 1,000 tons register, fifteen over 1,300 tons, and six over 1,400 tons. Among them were the *Edith Lorne*, *Lupatia*, *W. H. Besse* and *Strathblane*, in after years wrecked near the mouth of the Columbia. Shippers in 1878 were: Rodgers, Meyer & Co. eight cargoes, George M. Bowen seven, Allen & Lewis three, Corbett & Macleay three, J. McCracken one, Henry Hewett & Co. two, J. M. Ten Bosch one, Annuon Caspari & Co. six, M. C. Moore one, Balfour, Guthrie & Co. nine, Salem Flour Mills Company two, W. S. Sibson three, C. J. Theobald one, owners' account, American ships *Freeman Clark* and *Belle of Oregon*.

CAPT. GEORGE W. WOOD

An attempt to break Captain Flavel's pilotage monopoly was made in 1878 by Bar Pilots Eric Johnson, Thomas Doig, M. D. Staples and Thomas Masters, who operated the schooner *Rescue* on the bar. Capt. George W. Wood was taken in afterward, but the competition was short-lived. The *Rescue*, a fast sailer of seventy-two tons burden, was built by Matthew Turner[44] at a cost of $8,000. When she was taken off the bar, Masters, who was at that time pilot on the *Great Republic*, found a buyer, and, giving his place on the steamship to Doig, sailed south with her to Cocos Island in search of the treasure supposed to be buried there. Finding nothing, she departed for Costa Rica, where she was sold to the Government. The British Columbia pilots were operating the schooner *Caroline*, sailed by Capt. John Thompson.[45]

Two mysterious disasters were reported in 1878. The ship *Grace Darling*, coal-laden from Nanaimo for San Francisco, with a crew of eighteen men, sailed from Victoria, January 3d. She was sighted for the last time, January 18th, by the *Melancthon*, and was at that time hove to in a heavy gale. The general supposition is that she foundered before the crew had an opportunity to escape, but no wreckage was ever found. A similar fate befell the steam tug *Cordelia*, which sailed from San Francisco, January 19th, for the Coquille River. No tidings of the vessel were received until March 9th, when the hull was discovered bottom up on the west coast of Vancouver Island. None of the bodies of the unfortunate crew were ever recovered, and the manner in which they met their death will never be known. The American bark *King Philip*, Capt. A. W. Keller, from San Francisco for Port Gamble in ballast, was wrecked January 25th. She was towed out of San Francisco, and after the tug cast off the

CAPT. JOHN THOMPSON

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after the big fire, and then Captain Hatfield leased the dock which now bears his name and continued managing it until 1894, during that time acting as agent for the *Haytian Republic*, *St. Paul*, and other ocean steamships, as well as the Sound steamers of the Pacific Navigation Company, the *Multnomah*, *Monticello*, *Aberdeen*, *Lydia Thompson*, *Island Belle*, *W. F. Munroe* and others.

[44] Matthew Turner, shipbuilder, was born in Ohio in 1825. He arrived on the Pacific Coast on the ship *Mary Ann* in 1850, and, after spending three years in the mines, bought the schooner *Toronto* and engaged in the lumber trade for two years, subsequently selling her and returning East, where he bought the schooner *Louis Perry*, which he brought out through the Straits of Magellan and sailed out of San Francisco four years. After disposing of her he again went East and purchased the brig *Timandra*. After her advent on the Pacific Coast he ran for several years in the codfishing trade, and subsequently engaged in merchandising and trading at Tahiti. He then went to Eureka and constructed the brig *Nautilus*, which he operated in connection with the *Timandra* in the Tahiti trade. The *Nautilus* proved a remarkably good sailer as well as an excellent carrier, and so encouraged Mr. Turner that he immediately engaged in the shipbuilding business. Since that time he has built scores of fine and fast coasting vessels.

[45] Capt. John Thompson of Victoria, B. C., was born in Liverpool, England, in 1849, and commenced his maritime life on the brig *Alciope*, plying between Liverpool and Baltic seaports. After following his vocation in various parts of the world for several years he arrived in New York in 1862, and sailed out of that port on deep-water ships until 1863, when he joined the United States gunboat *Tallapoosa*, remaining with her until the close of the war. He then went to China and engaged in coasting out of Oriental ports for two years, leaving there for a voyage to England, thence to New York, where he joined the ship *Valparaiso* in 1875 and came to San Francisco. The next two years were spent on the steamship *Panama* as quartermaster and third mate. In 1878 he left the *Panama* and went to Victoria, where he secured a special license, having charge of the pilot-boat *Carolina* for six months, and subsequently taking out the regular pilot's license for the district of British Columbia. For the past sixteen years he has followed his calling, always enjoying success and freedom from accidents.

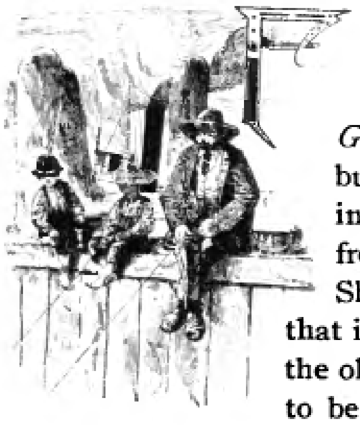
wind died out, and she drifted toward the beach. Both anchors were let go, but the heavy sea parted the chains, and she went high and dry a mile and a half south of the Cliff House. The wreck was sold as it lay for $1,050. The Oregon clipper *Western Shore* was caught in a similar predicament at the same time, her master losing his life by a falling spar, but the vessel was rescued by the tug *Richard Holyoke*, Capt. John T. Connick. She was not so fortunate a few months later, for July 11th, while *en route* from Seattle with a cargo of coal, she struck on Duxbury Reef and went to pieces in short order. At the time of the accident the clipper was speeding before a strong wind, making twelve knots an hour, and when she grounded the entire bottom on the port side went out, the coal cargo slipping into the sea through the aperture. The *Western Shore* had previously had several hairbreadth escapes, and though she possessed great speed and enormous carrying capacity was never regarded as a lucky ship. Capt. A. M. Simpson, who owned one-half of the vessel, had his portion insured for $25,000, and Capt. J. W. McAllep carried an insurance of $6,000 on his one-eighth share. As soon as the vessel struck, Captain Hotchkiss and the crew took to the boats and were picked up by the tug *Wizard*.

The American bark *Osmyn*, Capt. C. S. Simpson, from Seattle for San Francisco with eight hundred and eighty tons of coal, at 3:00 A. M. on January 10th collided with the bark *Aureola*, Captain Malgram, near Point Marrowstone. The weather was thick, with strong southeast squalls. The *Osmyn* was struck on the starboard bow and sank in three minutes, the cook, steward and one seaman losing their lives. The eight survivors climbed aboard the *Aureola*. The vessel was valued at $20,000 and was owned by Capt. Samuel Blair of San Francisco, who also owned the *Aureola*. The American barkentine *Free Trade*, three hundred and forty tons, Capt. J. G. Merriman, from Port Townsend for Sydney with a cargo of lumber, sprang a leak during a heavy southeast gale, October 21st, and became water-logged, stranding shortly afterward near Quillihute Rocks. The crew remained aboard for four days with nothing to eat, the seas breaking clear over the vessel. They finally abandoned her and with difficulty reached shore, only one life being lost in the attempt, that of Albert Thompson, seaman. The vessel was twelve years old and was valued at $10,000. The British ship *City of Dublin*, eight hundred and fourteen tons, was wrecked on Clatsop Spit, near the mouth of the Columbia, October 18th. She had made a rattling passage of forty-nine days from Port Chalmers, New Zealand, and, approaching the mouth of the Columbia in the darkness and thick weather, came in too close, and a sudden shift of wind prevented her from getting away from the land. The anchors were dropped, but the chains parted, and she drifted on the beach. The weather was comparatively calm, and, when an unsuccessful attempt was made to float her two weeks later, it was found that she had made less than five feet of water. As she could not be hauled off she was dismantled, and the hull remained in the sand for many years. The *City of Dublin* was valued at $40,000 and was in command of Capt. David Steven at the time of the disaster. The schooner *Phil Sheridan* was run down and sunk by the steamship *Ancon* during a thick fog, September 15th, about fifteen miles off the Umpqua bar. The crew were saved by the *Ancon*. The schooner *Pacific* was abandoned, January 30th, off the California coast, and the crew were rescued and taken to San Francisco by the *R. K. Ham*. The hull of the vessel afterward went ashore on Vancouver Island. The bark *Kedar*, from Burrard's Inlet for Melbourne, was abandoned off the Friendly Islands, May 18th, the crew escaping on a raft. The steamer *Beaver*, built on the Willamette several years before, was wrecked on the Stickeen River at 7:00 A. M., May 17th. In command of Capt. Nat H. Lane, Jr., she was bound for Wrangel, Alaska, and at a point about sixty miles below Glenora struck a rock. With the exception of her machinery, which was saved in fair condition, she became a total loss. The accident was caused by the failure of the gong to sound the signal to back. The American ship *John Jay*, built in 1821 and honored several years later by having as a passenger the Marquis de La Fayette when he visited America, put back to Port Townsend twice in 1878 leaking so badly that crews eventually refused to go to sea with her. The steamer *Wenat* was sunk on the Skagit River in March, the *A. A. McCully* on the Willamette in June, the steamer *Union* burned on the Fraser July 29th, the *Ohio* sank at Clackamas Rapids in October, the *Almota* near John Day's in December, and the *S. T. Church* in Gervais Slough a few months later. With the exception of the *Wenat* all the sunken steamers were raised and repaired.

The death roll for 1878 included several well known old-timers. Capt. John Cosgrove was accidently killed at Port Blakely, February 9th, aged forty-seven years. T. J. Winship, for many years chief engineer of the *Shubrick* and afterward lampist for the Pacific Coast lighthouse service, died in San Francisco, March 5th, aged fifty-one years. Daniel W. Lowell, who came to the Coast on the *Massachusetts* and was purser on the *Lot Whitcomb*, *Enterprise* and a number of pioneer steamers, passed away, September 2d, in the same city. There also Captain Johnson, formerly of the *Orizaba* and other northern steamships, started on the long voyage December 31st, and Capt. A. G. Jones, of the steamship *Salvador*, September 23d. Walter Moffatt, owner of the bark *Edward James* and other vessels, died at sea in June, 1878, while *en route* from Honolulu to Tahiti. Capt. Granville N. Blinn, of the ship *Western Shore*, was killed by the parting of a hawser on San Francisco bar, January 25th. Capt. C. N. Nisson, of the schooner *Lizzie Madison*, was drowned at Yaquina Bay, February 18th. Capt. John Martin, of the ship *Dashing Wave*, died in Tacoma, August 24th. He was a native of Rockland, Me., and sailed four years on the *Samoset*.

CHAPTER XIII.

LOSS OF THE STEAMSHIP "GREAT REPUBLIC"—ARRIVAL OF THE "OREGON" AND THE "STATE OF CALIFORNIA" — OREGON RAILWAY & NAVIGATION COMPANY SUCCEEDS THE OREGON STEAM NAVIGATION COMPANY—NUMEROUS SMALL STEAMERS BUILT ON THE COLUMBIA—THE "GEORGE E. STARR" AND "CASSIAR" LAUNCHED AT SEATTLE—LIST OF STEAMERS REGISTERED IN THE PUGET SOUND DISTRICT IN 1879—THE "WESTERN SLOPE" AND OTHER BRITISH COLUMBIA STEAMERS—SHIP "OLYMPUS" BUILT AT SEABECK—SEATTLE COAL FLEET—LOSS OF THE "MARMION" AND OTHER SAILING VESSELS—NORTHERN PACIFIC STEAMER "FREDERICK K. BILLINGS"—THE OREGON RAILWAY & NAVIGATION COMPANY'S FIRST STEAMER, THE "HASSALO"—COOS BAY STEAMERS—STEAMSHIP "COLUMBIA" ARRIVES ON THE COAST—THE "WILLIAM IRVING" AND "PEERLESS"—LICENSED OFFICERS IN PUGET SOUND DISTRICT—NUMEROUS ADDITIONS TO THE STEAMER FLEET ON PUGET SOUND—COLUMBIA RIVER GRAIN FLEET—WRECK OF THE "DILHARRIE," "GENERAL COBB," "DAVID HOADLEY," "JOSEPH PERKINS," "THRASHER," "GUSSIE TELFAIR," AND OTHER WELL KNOWN VESSELS.



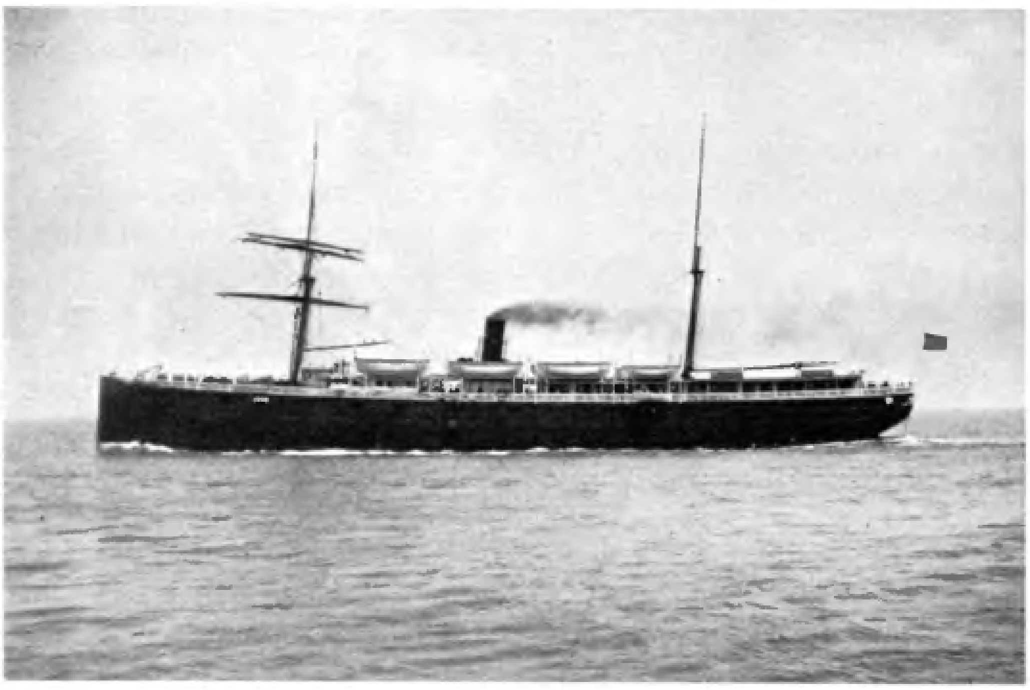
FOR THE few months of its existence, Pierre B. Cornwall's opposition steamship line was a very prominent factor in the transportation business on the Portland and San Francisco route, but the enterprise came to an abrupt termination early in 1879 when the *Great Republic* was wrecked on Sand Island, at the mouth of the Columbia. The immense business handled by the steamer the preceding year, instead of lessening, gave promise of increasing, and in charge of Capt. James Carroll and Chief Engineer J. Hutton she sailed from San Francisco on her last trip April 16th, with 550 cabin and 346 steerage passengers. She arrived off the Columbia bar at midnight, and the weather seemed so favorable that it was decided to enter at once instead of waiting for daylight. This decision was fatal to the old China liner, and within an hour she had made her last port, grounding on Sand Island, to be leisurely knocked to pieces two days later. The steamer struck so lightly that but few of those aboard knew of the accident at the time, and all were confident of soon being again afloat. Unfortunately the steamer grounded at nearly high tide, and the next tide was so small that she could not float off. Her weight had also severely strained the hull and disarranged the machinery, the injection pipes breaking when the sea fell, and the feed and bilge pumps also refusing to work, permitting the water to gain rapidly when the tide again flooded, and giving the rising waves a full sweep at the house and upper works. When the steamer failed to get away on the first tide, Captain Carroll decided to send his passengers ashore. The crew and a few who still tempted fate remained aboard and were afterward rowed to the island, no accident happening until the last boatload moved away from the wreck at 10:30 A. M. on the twenty-first. A very heavy sea was running, and, in endeavoring to keep the boat properly headed, First Officer Lennon broke the steering oar by putting too much strain upon it, and, before he could regain control, the craft was caught by a breaker and capsized, instantly throwing all of the men into the water. Three of them were fortunate enough to reach the island in safety, but First Officer H. Lennon, William Johnson, J. Conner, Thomas McAvoy, Samuel McMurray, Frank Scott, Albert Hilton, Charles Muretz, Frank Mallory, Charles Bird and James McDermitt were drowned. In the investigation which followed, the following statements were made by the parties directly concerned in the management of the ship. After testifying that he had placed the steamer in charge of Pilot Doig at the automatic buoy at 12:30 A. M. on April 19th, Captain Carroll said:

"There was not a ripple on the water, and we came over the bar under a slow bell all the way, crossing in safety and reaching the inside buoy. The first and third officers were on the lookout with me. I had a pair of glasses and was the first to discover Sand Island and found the bearings all right. I reported it to the pilot, who as yet had not seen it. We ran along probably two minutes,

> and I then told the pilot that I thought we were getting too close to the island and that he had better haul her up. He replied, 'I do not think we are in far enough.' A minute later I said, 'Port your helm and put it hard over, as I think you are getting too near the island.' He made no reply, but ran along for about five minutes and then put the helm hard a-port, and the vessel swung up, heading toward Astoria, but the ebb tide caught her on the starboard bow, and, being so near the island, sent her on the spit. She went on so lightly that only a few knew of the accident, but as the tide was falling we had no chance to get the vessel off that night. The next tide was a small one, and we could do nothing, and as the barometer was falling, indicating a storm, I sent Mr. Peck, the purser, to Fort Canby for assistance. The tugs *Brenham* and *Canby* arrived, followed soon afterward by the *Shubrick* and the *Columbia*. With the aid of small boats the passengers were transferred to these steamers and taken to Astoria, the *Brenham* making two trips. The entire crew remained on board, and I made arrangements with Captain Flavel to have three tugs there at high tide. In the meantime the crew was at work discharging coal in an effort to lighten the vessel. At 8:00 P. M a southwest gale started in, making a heavy sea, chopping to southeast about midnight. Up to this time the ship was lying easy and making no water, but the heavy sea prevented the tugs from rendering assistance and also drove her higher on the spit, and shortly after midnight she began to work, breaking the steam pipes and disabling the engines. The few remaining passengers were put ashore on Sand Island at 6:00 A. M. on Sunday, and were followed by the crew, the ship commencing to break up, so that it was dangerous to remain on board. The last boat left the ship at 10:30 A. M., and in getting away the steering oar broke and the boat capsized, drowning eleven of the fourteen men it contained. About the same time a heavy sea boarded the ship and carried away the staterooms on the starboard side, gutted the dining-room, broke up the floor of the social hall, and carried away the piano. Several seas afterward boarded her forward and carried away the starboard guard, officers' room and steerage deck, also a number of horses. I remained on board until 5:00 P. M., when the pilot and myself lowered a lifeboat and came ashore."

Thomas Doig, the bar pilot who had charge of the ship at the time of the disaster, testified as follows:

> "I took charge of the ship at the automatic buoy at 12:30 A. M. It was a starlight night, and I had no doubt about keeping the course and getting in all right. After taking charge I headed her for the bar, which I crossed in safety at 12:55 A. M. I kept the lead going constantly from the time I took charge, and after getting across the bar I put the ship under a slow bell and ran her that way until she grounded. After crossing the bar I took my course for the middle of Sand Island with a bright lookout kept. Captain Carroll reported Sand Island to me, and I answered him and said, 'That's all right.' He then said, 'Port your helm. Doig; she is getting too near the island.' I answered. 'I don't think she is far enough in from two-to four minutes.' About that time I sighted Sand Island and put her helm hard over, she answering her helm and coming up on her course, heading east northeast; but immediately on getting her on her course she brought up on the spit with her port bilge. On her starboard quarter I had five fathoms by the lead, and the only reason I can give for the disaster is that, when I took charge of the vessel, I did not figure on the ebb being so strong. I knew the tide had been ebbing for at least an hour and a half, but had no fear as to her not having water enough, as she was drawing but seventeen feet, and I knew there was plenty of water for that draught at that stage of the tide. The ship working under a slow bell, and the ebb tide striking her on the starboard quarter, had set her down for at least a quarter or a half mile from where I thought I was on my course. When she brought up on the spit her headway was so slow that the jar was hardly noticeable by those who were standing on deck, and both the captain and myself thought she would go off at the next high tide."



STEAMSHIP "OREGON"

On arriving at Astoria the passengers published a card in the papers thanking Captain Carroll and his officers, Captain Kortz and Engineer Cookson of the *Shubrick*, and the officers and crews of the tugs *Brenham*, *Columbia* and *General Canby*, for their heroic work. The *Canby*, Capt. W. P. Whitcomb, was the first steamer to arrive at the scene of the disaster and rendered exceptionally good service. The *Little California*, Captain Thorn, with Hughes brothers, purser and freight clerk, took the passengers to Portland, and these officials gave all the assistance in their power. The *Great Republic* was insured for $50,000 and the cargo for $25,000. She carried 1,059 tons of freight, valued at $75,000. The wreck and cargo were sold by Capt. George Flavel for the underwriters to Jackson & Meyers for $1,280 and $2,500 respectively. The purchasers organized a company known as the Great Republic Wrecking Company, taking in as partners W. S. Sibson, W. S. Kinney and J. H. D. Gray, who secured considerable plunder from the stranded vessel, which soon broke up. On the twenty-second the mainmast and foremast went by the board, and the following day one hundred feet of the bow broke off and swung on the beach. Seven of the twenty-seven horses on board reached the island. May 2d the entire hull aft of the walking-beam broke away and disappeared. The huge walking-beam and wheels remained in view for many years, affording a target for the gunners stationed at Fort Canby; and at extreme low tide portions of the wreck are still visible on what is now called Republic Spit. The result of the inspectors' inquiry was the suspension of Captain Carroll's license for six months and of Doig's for one year. Carroll promptly appealed to the Supervising Inspector and had no difficulty in securing a reversal of the decision and in having his license restored. The press and public also exonerated him from all responsibility for the deplorable accident.

The loss of the *Great Republic* deprived Portland of the largest steamship that has ever entered the Columbia, but less than a month after the big sidewheeler went to pieces two elegant modern-built propellers were in operation between San Francisco and Portland. The first of these, the *Oregon*, sailed from New York, calling at Rio Janeiro and Valparaiso, and arrived at Portland, April 22d, making the voyage in sixty-five days and four hours. She came out in charge of Capt. Francis Conner and Chief Engineer J. C. Henderson, Capt. H. S. Ackley[1] and Patrick Friel[2] also being members of the crew, and brought thirty-four through passengers and twenty from Valparaiso. On her second trip from San Francisco to Portland she carried three hundred passengers and on her third three hundred and fifty. Conner was succeeded in command by Edward Polemann, who has remained in charge of the steamship since 1880, making regular trips on the Portland route until 1894, when the *Oregon* was laid off and has since been used only as an extra steamer. Adam W. Eberle[3] has been chief engineer since the death of A. Gilmore, and T. A. Porter[4] was among those serving as first assistants. In 1886 she received $12,500 salvage for towing the disabled steamship *State of California* into the Columbia. In December, 1889, while *en route* from Portland to Astoria in charge of River Pilot Pease, she ran down and sank the British ship *Clan Mackenzie*, sustaining damages amounting to several thousand dollars. The *Oregon* is two hundred and eighty-three feet long, thirty-seven feet six inches beam, and twenty-three feet six inches hold, with engines thirty-six and sixty by fifty-four inches; tonnage, 1,642. The new steamship *State of California*, built for the Pacific Coast Steamship Company, reached San Francisco, May 8, 1879, fifty-nine and one-half days from Philadelphia, her actual running time being fifty days and twelve and one-half hours. She came out in charge of J. M. Lachlan, captain; Thomas Huntington, first officer; Gustav Reichmann,[5] second officer; C. N. Goodall, third officer; J. A. Jones, chief engineer; H. McLellan, purser; G. W. Edwards, steward. 1. W. Wood,[6] at present a well known engineer, was also one of her crew, and W. K. Maitland[7] afterward served as first assistant for several years. She arrived at Portland, May 25th, with Gerard Debney,[8] captain; John Fields, first officer; Gustav Reichmann, second officer;

ADAM W. EBERLE

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[1] Capt. H. S. Ackley was born in East Haddam, Conn., and has been master of ocean vessels for over forty years. He ran on the Atlantic Coast until 1878, when he came out as third officer of the steamship *Oregon*, returning and making a similar voyage with the *Columbia* as second officer. In 1883 he was sent East to take charge of the new steamer *Olympian*, which he brought to the Pacific Coast, and was subsequently master of the steamship *George W. Elder* four years, going from her to the steamships *Ancon*, *Mexico* and *Queen*. For the past seven years he has been in charge of the steamship *State of California*.

[2] Patrick Friel, engineer, was born in Ireland in 1865 and commenced his marine service as a coal-passer on the steamship *Dakota* when she first visited the Pacific Coast. He returned to the Atlantic and sailed out of New York until 1877, and again started west on the steamship *Oregon*, remained three years and then went back to come out on the steamship *Walla Walla*, which he left to accept a position ashore in Mexico. From there he went to the Snake River, where he was engaged as mechanical engineer on the Northern Pacific bridge at Ainsworth, and two years later to San Francisco, where he joined the steamship *San Blas*, subsequently leaving her for the *San Juan*, on which he served three years as second assistant and afterward held a similar position for two years on the *Oregon*. Since then he has been first assistant on the steamers *Daisy Kimball* and *Caspar*, and is still connected with the latter vessel.

[3] Adam W. Eberle, engineer, was born in New York City in 1851, and began on the Pacific Coast as oiler on the sidewheel steamer *Alaska*, running to Panama, going from her to the steamers *China* and *Georgie*, on the same route, and was also on the *Dakota*, running from San Francisco to Victoria. When the steamship *Oregon* came out he accepted a position on her as oiler and worked his way up to that of chief engineer, which he now holds.

[4] 1. A. Porter, engineer, was born in Pennsylvania in 1844, and came to the Pacific Coast in 1869, joined the tug *Monterey* at the Mare Island Navy Yard, and was connected with her at intervals for seven years. He left the water to engage in mining after this, and on his return entered the Pacific Mail service on the steamship *Alaska*. He subsequently ran north as first assistant on the steamship *Oregon* and as chief on the *Idaho*. At present he is serving on the steamship *San Blas* out of San Francisco.

[5] Capt. Gustav Reichmann was born in Germany in 1839, and began going to sea on the ship *F. J. Wichelhansen* when a boy. He continued on sailing vessels until 1865, when he secured a position as first officer in the North German Lloyd Steamship Line, and five years later was appointed master of the steamship *Herman*. He was afterward captain of the *Maine* in the same line, leaving her in 1878 to go to the Pacific Coast as third officer of the steamship *State of California*, on which he shortly afterward became first officer. He was subsequently mate and master of the steamship *City of Chester*, and in 1881 or 1882 joined the steamship *Victoria*, on which he ran until November, 1884, at which time she was lost near Port Orford. He then retired from the water for a few years, returning for a short time to serve as third officer of the steamship *Oregon* and first officer of the steamships *George W. Elder* and *Mackinaw*. For the past three years he has been managing a school of navigation at Seattle and San Francisco.

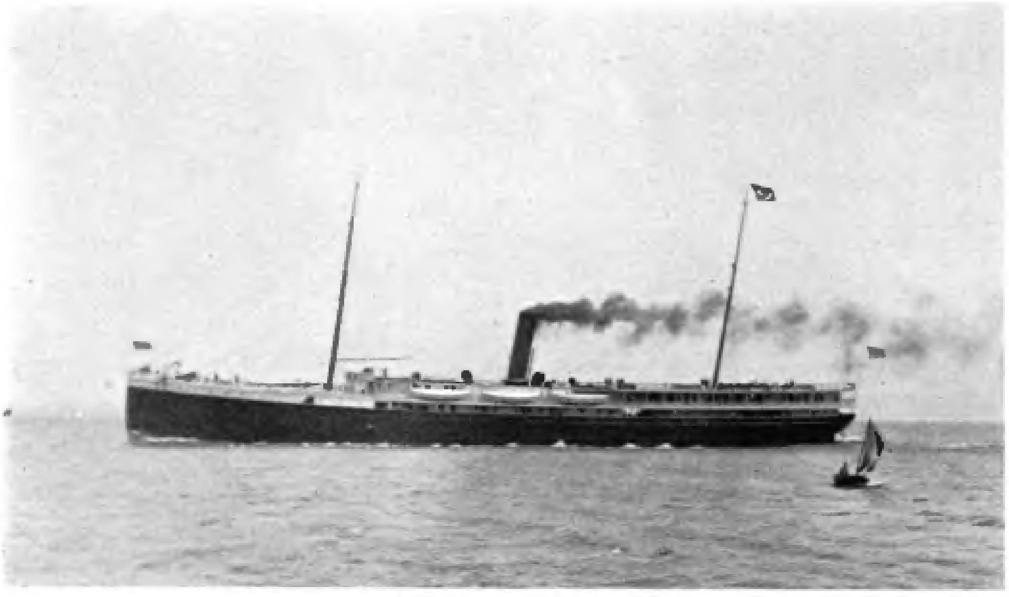
[6] T. W. Wood, engineer, was born in Pennsylvania in 1853, and came to the Pacific Coast with the steamship *State of California* in 1879, remaining with her as oiler and water-tender for two years, and then serving on the steamship *Senator* as second assistant engineer for a few months. He then went East and returned as third assistant on the *Queen of the Pacific*. After leaving her he was second assistant of the *State of California* for two years, first assistant of the steamship *San Pablo* until she was wrecked on the China coast, chief of the steam schooner *Jewell* for nearly two years, and then joined the *San Pedro* as first assistant and held the position of chief when she was wrecked near Victoria. He was appointed chief engineer of the steamship *San Benito* in February, 1892, and is still in charge.

[7] W. K. Maitland, engineer, was born at Fall River, Mass., in 1844, and commenced his marine service in 1862 as oiler on Fall River steamers, afterward serving for several years ashore in the Fall River Line shops. He reached the Pacific Coast in 1868 and worked for a year in the railroad shops at Sacramento and in other positions until 1878, when he entered the employ of the Pacific Coast Steamship Company as oiler on the *Mohongo*, going from her to the *State of California*, where he remained for five and a half years and reached the position of first assistant. He left the *State* to take a similar billet on the *Santa Rosa*. Three years later he was appointed chief of the *Los Angeles* and remained with her until about three years ago, when he secured his present position in charge of the engines of the *Corona*.

[8] Capt. Gerard Debney was born in England in 1838, and began sailing between Atlantic ports when a boy. His first experience in the steamship business in the Northwest was on the old *Columbia* in 1858, running north from San Francisco, and, with the exception of a short time while he was employed on sailing vessels, he has remained in the steamship service. After the *State of California* arrived from the East, he ran her on the Portland and San Francisco route for several years, leaving her about seven years ago to take command of the *City of Puebla*, with which he is still connected.

William Thatcher, third officer; J. Jones, chief engineer; H. Wilson, first assistant; M. M. Buckman, purser. Debney remained in command until 1888, when he was succeeded by Capt. H. S. Ackley. In April, 1886, the steamer was in collision with the barkentine *Portland*, sustaining $10,000 damage. Soon after this she broke a shaft forty miles south of the Columbia River, and in 1890 met with a similar accident. The *State of California* is a duplicate of a vessel purchased from the Pacific Coast Steamship Company by the Russian Government. She is three hundred and seven feet long, thirty-seven feet beam, and twenty-six feet hold, with engines forty-two and seventy-three by fifty-one inches.

The steamship *St. Paul* visited Portland in October, 1879, with Gen. U. S. Grant and party, then on a tour of the world. The *St. Paul* was in charge of M. C. Erskine, captain; W. Erskine, first officer; H. M. Hughes, second officer; L. Cox, chief engineer; Thomas Hayes, first assistant. The steamship was owned by the Alaska Commercial Company, and was a handsome little propeller, two hundred and twelve feet long, thirty-one feet beam, and seventeen feet hold, with engines twenty-four and forty-two by thirty-six inches. The steamship *Alexander Duncan*, a 300-ton twin-screw vessel, owned by R. D. Hume of San Francisco, came north in July, 1879, in command of Capt. James Carroll, and commenced running in the coasting trade north and south from the Columbia River, going to Shoalwater Bay, Gray's Harbor, Victoria, Nanaimo, Port Townsend and Seattle, and also making a monthly trip to Tillamook, Yaquina, Siuslaw, Umpqua, Coos Bay and Rogue River. Steamships plying to Victoria and Puget Sound ports during the year were the *Alaska*, Captains Morse and Seabury; *California*, Captain Thorn; *City of Chester*, Captain Mackie; *Dakota*, Captain Morse; *Empire*, Captain McAllep; and *Victoria*, Captain Hayward. The latter was the old steamship *Bolivar*, which had been cut in two and lengthened eighty feet, making her dimensions: length, two hundred and ninety-eight feet; beam, twenty-nine feet; depth of hold, twenty feet. She arrived at Victoria on her first trip March 19th in command of Captain Lyons, formerly of the *Prince Alfred*. She was owned by Goodall, Nelson & Perkins, and continued on the northern routes until November, 1883, when she was wrecked near Cape Blanco. The steamer *Constantine* was chartered by the United States Engineers for surveying purposes and was in that service for several weeks.


STEAMSHIP "STATE OF CALIFORNIA"

The Oregon Steam Navigation Company, after enjoying nearly a score of years of prosperity unparalleled in the annals of steam navigation, passed out of existence in 1879 and was succeeded by the Oregon Railway & Navigation Company, incorporated June 14, 1879, with a capitalization of $6,000,000, divided into shares of $100 each. The original incorporators were Henry Villard, James B. Fry, A. H. Holmes, Chris Bors, W. H. Starbuck and Charles E. Brotherton of New York, H. W. Corbett, C. H. Lewis, J. N. Dolph, Paul Schulze and H. Thielsen of Portland. Henry Villard was elected president, J. N. Dolph, vice-president, and G. H. Andrews, secretary. The transfer of the Oregon Steam Navigation property was made July 1st, and H. W. Corbett, J. N. Dolph and R. Koehler were elected directors in place of W. S. Ladd, Walter Thompson and George J. Ainsworth. The work of combining these gigantic interests under one management consumed many months. Preliminary to the grand finale the Willamette Transportation & Locks Company purchased the steamers *S. T. Church* and *McMinnville* from the People's Protective Transportation Company in January, and a few days later transferred to the Oregon Railway & Navigation Company the entire fleet, which included the steamers *Wide West*, *Emma Hayward*, *S. G. Reed*, *Bonita*, *Dixie Thompson*, *Welcome*, *R. R. Thompson*, *Mountain Queen*, *Idaho*, *Harvest Queen*, *John Gates*, *Annie Faxon*, *Spokane*, *New Tenino*, *Almota*, *Willamette Chief*, *Orient*, *Occident*, *Bonanza*, *Champion*, *Governor Grover*, *Alice*, *Ocklahama*, *E. N. Cook*, *Fannie Patton*, *S. T. Church* and *McMinnville*, barges *Columbia*, *Columbia's Chief* and *Autocrat*. The only steamer built in 1879 prior to the transfer was the *D. S. Baker*, constructed at Celilo. The *Baker* was one hundred and sixty-five feet long, twenty-seven feet beam, and five feet six inches hold, with engines seventeen by seventy-two inches. She remained on the upper river in command of Captains Gray and Baughman until 1888, when Captain Troup brought her down over Tumwater, June 15th. John McNulty and Fred Wilson operated her on the middle river until 1893, when she was taken over the Cascades by Captain Martineau, leaving the Oregon Railway & Navigation Company without a boat between The Dalles and Cascades. A few months later an unsuccessful effort was made to take her back to this field, and since that time she has been engaged in towing on the lower river. Frank T. Dodge was the first port captain of the new Oregon Railway & Navigation Company, holding that position for several years. The new steamer *S. G. Reed* was started on the lower river route as a seaside boat, in charge of Richard Hoyt, captain; E. J. Moody, first officer; A. E. Dierdorff, chief engineer; W. G. Dillingham, purser.

A number of small steamers appeared on the Willamette and Columbia in 1879, none of them of any great importance. The *General Custer*, a little propeller with a six by six inch engine, was launched at Astoria by R. E. Jackson and ran on the lower Columbia and Shoalwater Bay for several years. The steamer *Howard* was built at Lake River by F. H. Perkins, and the *Magnet* at Cape Hancock by Capt. J. D. Munson, Fred S. Munson[9] working with her as engineer. Two small propellers, the *Dolly* and the *Annie*, were brought up from San Francisco, and a similar craft, the *Luella*, was constructed at Astoria. The *Cleveland*, a small sidewheeler, was completed at Portland by G. W. Simmons. She changed owners and masters quite frequently, and during her career on the river was in charge of Sherman D. Brown,[10] John Nelson and W. W. Nelson. She was sent to Yaquina Bay about 1884. There an historic steam schooner, the *Kate and Anna*, was set afloat in 1879 by Capt. Charles Lutjens, and was employed principally in sealing. A further account of her exploits will be found in the concluding chapters of this work relating to that industry. At Empire City, R. C. Cordes[11] constructed the steamer *Bertha* and operated her for many years, Andrew J. Hall,[12] Joseph Herbert[13] and other Coos Bay marine men serving with her. Charles A. Winchester built the small propeller *Wasp* at Marshfield. The *Wenona*, another diminutive propeller, appeared at Gardiner in 1879. Two steam ferry-boats were built at Portland, the *O. & C. R. R. No. 2* by the Oregon & California Railroad Company and the *Veto* by Capt. W. H. Foster,[14] the *Bell* at Wallula by H. W. Hodgis, and the *Western Queen* at The Dalles by L. P. Jensen. Among the well known vessels which passed out of existence in 1879 were the steamships *John L. Stephens* and *Oriflamme*, and the river steamers *Northwest* and *Luckiamute Chief*. The *Onward* was sent to the Sound. The hull of the *Owyhee*, which Capt. Fred Wilson had brought over Tumwater Rapids in 1878, was floated down to The Dalles by William Johnston and converted into a wood barge. Captain Flanders resigned his position as inspector of hulls in August, 1879, and John P. Ward was appointed to fill the vacancy.

Seattle shipbuilders turned out two fine steamers in 1879, the best of their class which had yet been constructed at that point. The sidewheeler *George E. Starr* was launched at Seattle, August 12th, for the Starr line by J. F. T. Mitchell, making her trial trip October 14th in charge of Capt. Charles Clancey and Engineer Van Tassell. The *Starr* was one hundred and fifty-four feet long, twenty-eight feet beam, and nine feet hold, with a beam engine thirty by ninety-six inches. She performed excellent service on all the Sound routes for ten years, and was commanded at different times by Wilson, Morrison, Roberts, Green,* Jordison, Orr,

Capt. Sherman D. Brown

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[9] Fred S. Munson, engineer, was born in Oysterville, Wash., in 1860. He is a son of Capt. J. D. Munson, and began steamboating with him on the *Magnet* in 1879, remaining for three years. He was afterward on the *Emma Hayward* and *Alice*, and was engineer on a number of small steamers out of Astoria, leaving there for one season to go on the *Chilcat*, running to Alaska. He next went to the Sound with the *Puritan*, on returning assisted in equipping the *Queen* with machinery, and was then engaged as engineer on the *Wenona*.

[10] Capt. Sherman D. Brown was born in Marysville, Cal., in 1866. He received an engineer's license in 1882 and a year later was given command of the steamer *Cleveland*, being at that time the youngest man in the district holding master's papers. He operated the *Cleveland* for a few years, was then interested with his father in the steamer *Traveler*, and afterward ran the Jefferson Street Ferry. Captain Brown retired from the water several years ago and is engaged in the real estate business in Portland.

[11] Capt. R. C. Cordes of Marshfield, Or., was born at Milwaukee, Wis., in 1851, and commenced his marine career on a tugboat owned by his father on Lake Michigan. He emigrated to Coos Bay in 1879, and ran as engineer on the *Bertha* nearly twelve years. He afterward built and ran a small steamer on Coos River, but is now out of the service.

[12] Andrew J. Hall, master and engineer, was born in Polk County, Or., in 1862, and undertook his first marine work on Coos Bay in 1878 as fireman on the steamer *Messenger*. He was next engaged on the steamer *Coos*, going from her to the *Bertha*, where he served as engineer for three years. The *Mink* and *Myrtle* were his next steamers, and he left the latter to take charge of the *Coos*. He also commanded the *Annie*, and has served on the bar tugs *Escort*, *Fearless* and *Sol Thomas*. He was master of the steamer *Cumtux* for a year and has recently held a similar position on the *Alert*.

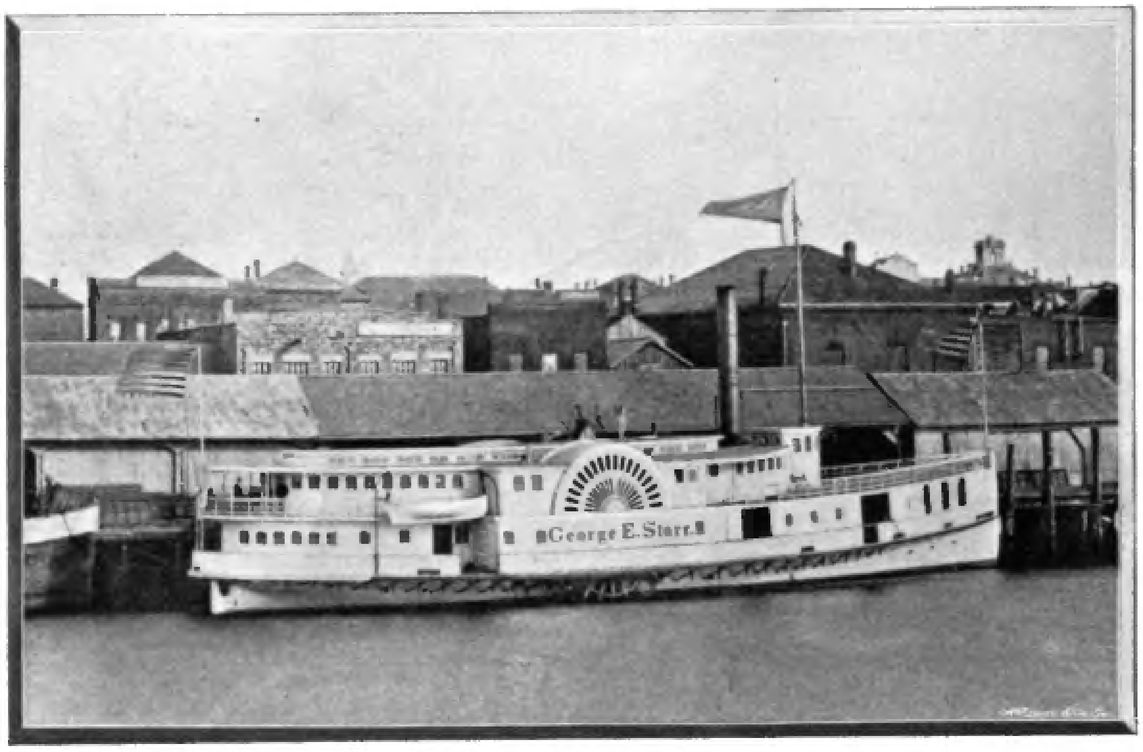
[13] Capt. Joseph Herbert of Tacoma, Wash., was born in Dublin in 1844 and began steamboating on Coos Bay in 1879. He was on the steamer *Shubrick* with Captain Crosby for a long time, and from her went to Puget Sound, where he has since been connected with a number of small steamers. He was master of the *Josephine*, burned in North Bay in 1891, and has since had charge of the steamer *Favorite*.

[14] Capt. W. H. Foster was born in Wisconsin in 1845 and came to the Pacific Coast in 1854, sailing out of San Francisco on the ship *California* that year on a whaling voyage. He came north in 1872, was in charge of the Stark Street Ferry for a few years, and then purchased the ferry-boat *Salem No. 2* and placed her on the Vancouver Ferry route, where he ran her for about five years. In the meantime he built the steamers *Veto No. 1* and *Veto No. 2*, selling the former to the Jefferson Street Ferry Company. With John H. Moore he purchased the Salem Ferry about 1881 and two years later the Albina Ferry. In 1886 he disposed of the Vancouver Ferry to the Portland & Vancouver Railway Company, afterward reconstructing the *Albina No. 2* and *Veto No. 2*. He is at present in charge of the *W. S. Mason*, operated by the city of Portland as a free ferry. The *Mason* was built by John F. Steffen from designs by Captain Foster.

* Capt. Leander Green of Hamilton, Wash., was born in New Brunswick in 1847 and arrived on Puget Sound about 1877. He was first engaged on the steamer *Wenat*, of which he was third owner, and was afterward employed on the *Josephine*, *Welcome* and *Nellie*. He was in the service of the Oregon Railway & Navigation Company for about nine years as master on the *Idaho*, *Emma Hayward* and *Sehome*. His last command on the Sound was the steamship *Eastern Oregon*, with which he was connected until she burned at Olympia. Since that time he has been living on a farm near Hamilton.

McAlpine[15] and other well known Sound captains. She was relegated to the rear when the *Alaskan* and *Olympian* appeared, and was used as an extra boat until 1892, when the Oregon Railway & Navigation Company sent her to Astoria and operated her on the Ilwaco route in connection with their river steamers, Capt. R. E. Howes having charge. She was not a success in this field, and a few months later was secured by Capt. E. G. Baughman,[16] Engineer C. W. Snyder and Ben Brierly of Seattle, who took her back to the Sound and joined forces with D. B. Jackson in organizing the Northwestern Steamship Company, in whose service she has since been operated on the Port Townsend route by way of the mill ports, making occasional trips to Victoria in place of the *Rosalie*. In this service she is handled by Captains Baughman and Williamson, with Everett B. Coffin,[17] pilot.

The *Cassiar*, a sternwheel steamer one hundred and thirty-two feet long, twenty-six feet beam, and four and one-half feet hold, was launched at Seattle for the Stickeen River trade. McKenzie & Martin were the builders, and Nat H. Lane, Jr., took command, with Robert Moran, chief engineer, and Pratt, assistant. The *Cassiar* had a draft of less that sixteen inches light, and, with engines sixteen by seventy-two inches turning a twenty-foot wheel, she was well equipped for the trade for which she was intended. She was registered under the British flag the following year and sent to the Fraser, where she participated in some fierce competition. J. F. T. Mitchell constructed the small twin propeller *Susie* for Capt. Hiram Olney at Seattle, launching her September 10th. The *Neptune*, a steamer a trifle smaller than the *Susie*, was also completed. The rapid increase in the number of steamers during the ten years preceding 1879 is shown in the list registered in the Puget Sound district that year: *Annie Stewart, Alida, Addie, Blakely, Colfax, Chehalis, Cyrus Walker, Cassiar, Comet, Despatch, Favorite* (tug), *Favorite* (passenger steamer), *Fanny Lake, Goliah, Gem, James Mortie, Josephine, J. B. Libby, Messenger, Nellie, North Pacific, Old Settler, Politkofsky, Phantom, Ruby, St. Patrick, S. L. Mastick, Susie, Success, Tacoma, Yakima, Zephyr, Capital, Celilo, Minnie May, Neptune* and *Teaser*. The small sternwheel steamer *St. Michael* made regular trips on the Yukon River in charge of Capt. Peter M. Anderson[18] in 1879. The machinery from the old steamer *Black Diamond* was removed and the hull converted into a schooner. The *Linnie* was broken up by the Port Blakely Mill Company in June, the *Wenat* shared the same fate, and the *Libby* was retired from service and her furniture transferred to the *Chehalis*. The owners of the *Politkofsky* and the *Ruby* became financially involved, and the steamers passed into the hands of Dexter Horton & Co. for a consideration of $5,900 and $1,150 respectively. The tug *Mary Taylor* was taken by Captain Keene to the Columbia, where Captain Wass assumed command and operated her as a tender in the construction of the Tillamook lighthouse.



STEAMER "GEORGE E. STARR"

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[15] Capt. A. N. McAlpine is a native of Yarmouth, Ontario, and came to Puget Sound in 1877. He began steamboating on the steamer *Nellie*, afterward entered the service of the Oregon Railway & Navigation Company, and had command at different times of all of their steamers on the Sound. He acquired considerable notoriety in 1891, while master of the *Olympian*, through a misunderstanding with the first assistant engineer. The difficulty was not adjusted until every steamer of any prominence on Puget Sound was tied up.

[16] Capt. E. G. Baughman was born in Oregon in 1859, and commenced steamboating on the Sound as a deckhand on the steamer *Zephyr* in 1881, although he had previously had considerable experience on the Columbia River. After leaving the *Zephyr* he was mate on the steamers *Chehalis, City of Quincy, Washington, W. F. Munroe*, all of which, with the exception of the *Chehalis*, he afterward commanded. His first position as master was on the steamer *Shoo Fly*, going from her to the *W. K. Merwin*. He was master of the steamer *Eliza Anderson* for three years, and was also on the *Premier* for a short time. He was pilot on the *City of Seattle* for over two years. When the Union Pacific withdrew the *George E. Starr* from the Ilwaco route, Captain Baughman went to Portland and took her back to the Sound, and when Capt. D. B. Jackson organized the Northwestern Steamship Company, and secured the *Starr*, Baughman went with her and has since had command.

[17] Capt. Everett B. Coffin of Seattle, Wash., was born at Nantucket, Mass., in 1865, and naturally enough began going to sea when a boy. He sailed for several years in the coasting, Atlantic and whaling trade, and in 1887 came to Puget Sound, where he joined the tug *Cyrus Walker*, afterward serving on a number of well known steamers. When the Northwestern Steamship Company was organized he was appointed pilot of their steamer *Idaho*, with which he has since remained.

[18] Capt. Peter M. Anderson was born in Norway in 1847, and began coasting out of San Francisco about 1875. In 1877 he was appointed master of the tug *Alpha* of San Francisco. In 1879 he went to the Yukon River in charge of the sternwheeler *St. Michael*, and remained there for three years. On his return he went to Santa Monica Bay, where he ran a small steamer during the boom. Since 1890 he has had command of the tug *Transit* at San Francisco.

The handsome *Olympia*, which had played such an important part in early marine affairs on Puget Sound, made her last trip under the old name June 28, 1879, appearing the following day as the *Princess Louise*, registering from the port of London. The change had been advertised for six weeks, and the steamer was started on the route to Wrangel in place of the *Enterprise*, which returned to the Westminster run. The *Wilson G. Hunt* was extensively repaired and continued in the Fraser River trade. Capt. William Moore launched the sternwheeler *Western Slope* in May for the Stickeen River. The *Slope* was one hundred and fifty-five feet long, twenty-six feet beam, and eight and one-half feet hold, with engines twenty by sixty inches. She left Victoria on her first trip May 26th in command of Capt. William Meyer[19] and Engineer John Patterson,[20] carrying 280 tons of freight, 200 passengers and 60 head of cattle. A year later Moore took the steamer to the Fraser, where she ran until 1882, when he became financially involved, and in January, 1883, she was sold at auction to Capt. John Irving, who afterward turned her over to the Canadian Pacific Navigation Company, and in their service she ended her days in the latter part of the eighties. The machinery was removed in January, 1891, and the hull converted into a barge. The mail contract from Victoria to New Westminster was let to the Hudson's Bay Company, and from the latter point to Yale it was handled by Capt. John Irving. The up-river steamers *Victoria* and *Enterprise* were purchased by Capt. John Irving and Robert McLeese of Soda Creek. The first propeller built on the lower Fraser was launched at Westminster, April 22d, and was christened the *Princess Louise, Jr.* She was fifty-seven feet long, eleven feet beam, and five feet hold, and was bought in 1882 for the missionary service in Alaska. Another small propeller, the *Skidegate*, which is still in service, was launched April 7th as a tender for the cannery at Queen Charlotte's Island. She was seventy-six feet long, fifteen feet beam, and six feet hold. A small sidewheeler, the *Ada*, was operated on the Fraser by Capt. James Robinson, with William Sommerville,[21] engineer. Captain Irving's steamer *Glenora* struck on a rock a short distance above the mouth of Harrison River in December and became almost a total wreck. She had been up the river for the purpose of helping the *Reliance* off a bar. The latter steamer was close behind and at once took off the passengers and crew and secured the furniture and cabin fittings. The steamer *Chelan*, built for the lake of that name, was completed in the fall of 1879 and made her trial trip November 24th. She was a small craft, less than sixty feet in length, with ten feet beam, and four and one-half feet hold.

CAPT. E. G. BAUGHMAN

The United States steamer *Jeannette*, in charge of Lieutenant De Long and Chief Engineer Melville, sailed from San Francisco in August, 1879, on an Arctic exploring expedition destined for a fate, the horrors of which made humanity shudder. The fearful tale of suffering, starvation, cannibalism and death is too well known to require extended mention in this work. The *Jeannette* was crushed in the ice pack in latitude 77° 15′ north and longitude 1° 5′ east, and the few who escaped the terrible death from starvation and cold reached civilization months afterward with health or reason shattered by the awful experience they had undergone. The United States steamer *Alliance*, which was sent from Norfolk, Va., to search for the *Jeannette* in 1881 approached within 590 miles of the pole, the highest altitude ever reached by a Government vessel.

The *Olympus*, the largest single-decker in the world and the finest sailing vessel ever built on Puget Sound, was launched at Seabeck, August 21st, by Hiram Doncaster. She was two hundred and thirty-seven feet long, forty-four feet beam, seventeen feet hold, and could sail like a yacht, carrying an immense cargo. Hall Brothers' shipyard at Port Ludlow had attained more than a local reputation for the class of work which was being turned out, and the several vessels constructed by them for Hawaiian parties in preceding years were followed in 1879 by the steamer *James Makee*, of 244 tons register, and the schooner *Malolo*, 133 tons. The *Makee* was schooner rigged, one hundred and twenty feet long, twenty-six feet beam, and ten feet hold, with engines eleven and twenty by eighteen inches, and was taken to the Islands by Capt. W. T. Godfrey. The schooner *Emily Stevens*, eighty-seven feet long, twenty-two feet beam, and eight feet hold, was launched at Westport, Or., by Capt. Alexander Henderson for halibut fishing, and the schooner *Santa Rosa*, 29.45 tons, was built at Marshfield, Or. The Seattle coal trade increased to such an extent that a good-sized fleet of vessels found profitable employment in handling it. Shipments for May, 1879, were as follows: ships *Great Western* 2,170 tons, *Majestic* 1,904, *Eldorado* 1,877; barks *Lizzie Williams* 1,327, *Aureola* 1,361, *Harvest Home* 1,013, *Gem of the Ocean* 998, *Whistler* 795; barkentines *Modoc* 632, *Webfoot* 596, and schooner *Excelsior* 503. The latter was sailing in the Wells line between San Francisco and Seattle. Other vessels in the same service were the schooners *Reporter*, *Courser* and *Hueneme*. Engaged in the Northwestern fleet in 1879 were five Alaskas and four Californias. The former included a Port Townsend fishing schooner, a Pacific Mail steamship, a sailing ship in the Seattle and San Francisco coal trade, a whaling bark in the North Pacific Ocean, and a United States man-of-war at Sitka. The Californias were a propeller, a schooner, a bark and a man-of-war. On retiring from the Oregon Steam Navigation Company, Captain Ainsworth purchased the barks *Coloma* and *Alden Besse*, engaged in the China trade. The bark *Edward James* was bought by Henry Cornwall and put under the Hawaiian flag under the name *Liliu*.

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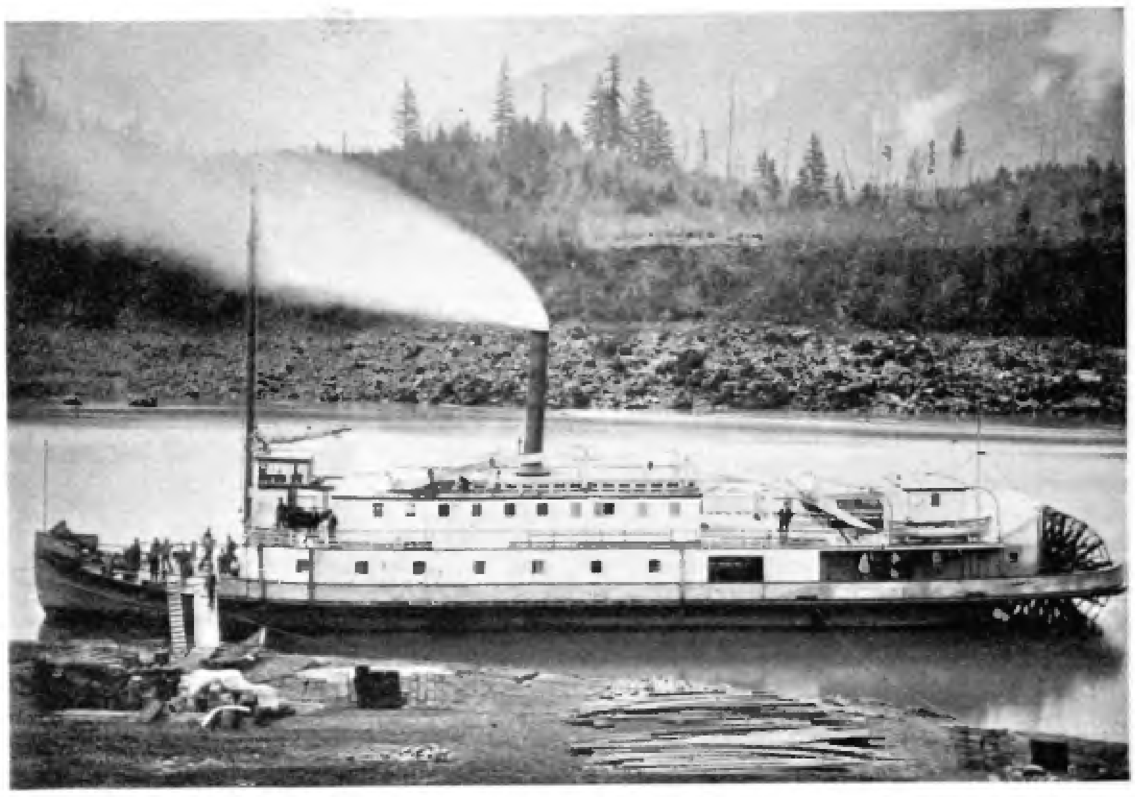
[19] Capt. William Meyer was born in Germany in 1850, and, after seafaring in various parts of the world, arrived at Victoria in charge of the bark *Estella* with a cargo of water pipe, the first received in the city. The bark ran into Esquimalt Harbor during a gale and was obliged to cut away the masts to keep off the rocks. While awaiting repairs Captain Meyer became acquainted with Miss Henrietta Moore, a daughter of the well known steamboatman, and before leaving married her. The *Estella* loaded spars at Utsalady for the Cape of Good Hope, and after taking her round the world again Captain Meyer returned to Victoria and began steamboating with his father-in-law. When Moore retired from the business, Captain Meyer entered the service of the Canadian Pacific Navigation Company, with whom he has since remained, most of the time in command of the steamship *Danube* on the northern routes, with occasional trips to the Columbia River. Before entering the Canadian Pacific Navigation Company's employ he was in charge of the *Grappler* for some time. In addition to being a skillful navigator, Captain Meyer is an authority on marine law, and, while engaged in carrying Chinamen between Vancouver, B. C., and the Columbia River with the *Danube*, astonished the American customs officials, who sought to detain his steamer on technical charges, by steaming boldly out of port whenever his ship was ready for sea, regardless of the wishes of the officials.

[20] John Patterson, engineer, of Nelson, B. C., was born in Edinburgh in 1840, and his first marine experience was on the steamship *Malta*. He came to New Westminster in 1878 and ran for a short time on the tug *Alexander* with Captain Urquhart. In 1879 he fitted out the steamer *Western Slope*, going with her to Alaska. He was afterward engaged on a number of well known steamers in British Columbia waters. A few years ago he began running on the upper Columbia and lakes, and is at present engineer and part owner of the steamer *Ainsworth* on Kootenai Lake.

[21] William Sommerville, engineer, of Victoria, was born in Scotland in 1846 and came to British Columbia in 1879. He was first on the sidewheel steamer *Ada* on the Fraser, from there went as second engineer on the tug *Pilot*, and was subsequently chief on the *Beaver* and afterward a year on the *Otter*. He was also second engineer on the *Princess Louise* and *Elizabeth Irving* and chief on the *William Irving*, *Yosemite*, *Hope*, *Cariboo and Fly*, *Alexander* and several others.



STEAMER "WESTERN SLOPE," FRASER RIVER

The Columbia River grain fleet for 1879 was composed of seventy-nine vessels: thirty-three British ships, thirty British barks, eleven American ships, three American and two Norwegian barks. The largest was the British ship *Prince Amedes*, 1,602 tons; the smallest, *Prince Zoroya*, 383 tons. Thirty-seven of the vessels were over 1,000 tons register, thirty-one over 1,100, nineteen over 1,200, eleven over 1,300, and seven over 1,400. They carried 1,932,080 centals of wheat and 209,098 barrels of flour, nearly all of which was shipped by the following firms: Balfour, Guthrie & Co., twenty-seven cargoes; Sibson, Church & Co., eleven; Rodgers, Meyer & Co., nine; Henry Hewett & Co., eight; Allen & Lewis, five; G. W. McNear, nine; J. McCracken and Corbett & Macleay, two each, and M. C. Moore, one. Among the fleet was the American bark *Annie Johnson*, formerly the British ship *Ada Iredale*. In 1876, while bound from Androssan to San Francisco, she caught fire in mid-ocean and was abandoned. The hull was burning when sighted two days later and was not seen again for several weeks. In December she was again reported and in the next few months was discovered several times, and nine months after the accident the craft was picked up 2,350 miles from where it had been abandoned and towed into Papeete on the Island of Tahiti by the French transport *Seignelay* stationed there. The hull, though slightly warped with the heat, was found to be in good order. It was purchased from the French Government for one thousand francs by James Crawford & Co. of San Francisco, who repaired the vessel and registered her under the American flag. Among the fast passages of 1879 was that of the American ship *Jeremiah Thompson*, Captain Kirby, which arrived at Victoria in May, twenty-four days from Yokohama. The schooner *Malolo*, one of Hall Brothers' productions, sailed from Cape Flattery to Honolulu in ten and one-half days, breaking all existing records until another from the same yard, the barkentine *Catherine Sudden*, Captain Ingalls, sailed the same distance from Honolulu to the Cape in nine days and thirteen hours.

There were few marine disasters in 1879 beside the wreck of the *Great Republic*. The British bark *Becherdass Ambiadass*, Captain Williams, from Shanghai for Moodyville, was lost July 27th on the west coast of Vancouver Island about five miles south of Cape Beale light and near the entrance to the straits. The bark came up during a dense fog and at 1:45 A. M., as the second mate was preparing to tack, she struck bow on and immediately commenced to leak badly. She dragged over the reef, settling hard aground in a little cove inshore, and at daylight the Indians rescued the crew. Captain Spring, who was at Cape Beale with the *Favorite*, went to the scene and took the crew, sails, etc., to Victoria. The wreck was sold to Henry Saunders for $180. The ship *Marmion*, Capt. F. W. Jordan,[22] coal-laden from Departure Bay for San Francisco, foundered off Cape Flattery, November 8th. She sailed from the coal port, November 7th, with 1,300 tons of cargo, and after passing Flattery encountered a strong southeaster with a heavy cross sea, which strained the ship so that she began to leak badly, and the pumps were unable to keep her free. The water continued to gain on the crew, and on the morning of the eighth the barometer stood at 29.30. Serious consequences were anticipated if they remained longer with the doomed vessel. She was accordingly abandoned, and the crew boarded the *Tam O'Shanter*, which had been standing by, and were taken to San Francisco. The position of the vessel was 48° 6′ north and 125° 40′ west. The schooner *Esther Colos*, while towing out of Rogue River, October 21st, struck heavily on the bar and became a total loss, although a portion of her salmon cargo was saved. The American ship *Washington Libby* was wrecked near Port Angeles, July 23d.

The American bark *Gem of the Ocean*, Captain Hawse, from Seattle for San Francisco with coal, struck on the west coast of Vancouver Island, in August, about eight miles southeast of Port San Juan, and was reported a total loss. The captain and crew reached Port Townsend in a small boat. The brig *Timandra*, Captain Thomas, from Honolulu to Alaska on an illegal trading expedition with three thousand gallons of rum, went ashore May 20th on Nonuwak Island. The mate and three seamen traveled four hundred miles in a small boat to Sitka, Alaska, where the *Richard Rush* was stationed, and the cutter left at once to confiscate the cargo. Some of the members of the crew were taken to San Francisco by the steamer *St. Paul*, Captain Erskine. The mystery surrounding the disappearance of the schooner *Alaska*, while *en route* from China to Burrard's Inlet, and which had been missing for several years, was cleared up in 1879 by the confession of a sailor in Yokohama, who stated that while off the coast of Japan the crew mutinied, murdered the captain, two mates and the supercargo, and, after burning the ship, escaped in a small boat. The ship *Tabor*, which arrived at Portland with a cargo of railroad iron from Philadelphia, collided with the bark *Geneva* in latitude 14° south, longitude 32° west, April 17th, and the bark foundered immediately. The *Tabor* rescued and landed the crew of the wrecked vessel at Rio Janeiro. The British ship *Allegiance* grounded on Sand Island while sailing in but was fortunately released by the efforts of the tugs *Brenham*, *Astoria* and *Columbia*, whose owners received $5,000 salvage. The tug *Katie Cook*, Captain Parker, came up from Coos Bay in May under charter to A. Y. Hamilton, who used her in an unsuccessful effort to float the *City of Dublin*.

Among the deaths occurring in 1879 were Capt. George L. Squires of the steamer *Gussie Telfair*, at San Francisco, February 17th; Capt. George Smith of the steamer *City of Quincy*, drowned in Lewis River, March 28th; Capt. Benjamin F. Smith, who brought the brig *Francisco* round the Horn in 1851, at Portland, April 5th; E. N. Cook, formerly of the People's Transportation Company, at Salem, May 5th; Capt. J. S. Crocker, for a short time bar pilot on the Columbia, at Portland, May 26th; Capt. James W. Foster of the bark *Don Nicholas*, at San Francisco, May 25th; Capt. George Browner of the *Alida*, at Seattle, July 13th; and Capt. Clanrick Crosby, formerly of the *New World*, at Tumwater, October 22d. Capt. John Hayes, formerly of the propeller *California*, expired suddenly while seated at dinner on the revenue cutter *Oliver Wolcott*, at Port Townsend, May 26th; and Capt. George W. Bailey of the revenue cutter *Richard Rush* was thrown overboard by a lurch of the vessel and drowned off Cape Flattery, October 16th.

Capt. F. W. Jordan

The Northern Pacific Railroad, which at the present time owns and operates several very pretentious steamers in the Northwest, in 1880 built their first vessel, the steamer *Frederick K. Billings*, which was launched at Celilo. Its dimensions were: length, two hundred feet; beam, thirty-seven feet; depth of hold, six feet, with engines twenty by ninety-six inches. Capt. W. P. Gray was put in charge, and the steamer was used as a transfer boat at Ainsworth until the completion of the bridge, afterward performing a similar duty at Pasco. The *Billings* was rebuilt at Celilo in 1885 and at Pasco in 1889, and is still in good repair, although there is but little business for water craft on the upper river at present. The Oregon Railway & Navigation Company constructed their first steamer, the *Hassalo*, at The Dalles in 1880. She was one hundred and sixty feet long, thirty feet beam, and six feet hold, with engines seventeen by sixty inches. Capt. Fred Wilson, first in command, was succeeded by H. F. Coe. Capt. John McNulty was in charge during her last five years on the middle river, and in May, 1888, she was piloted over the Cascades by Captain Troup at a stage of water lower than when any other steamer except the *Okanogan* had attempted the passage. She was slightly repaired after reaching Portland and was then sent to the Sound in charge of Capt. O. A. Anderson, and on arrival was started on the Bellingham Bay route. She remained on the Sound until 1892, when Capt. Cyrus Harriman brought her back to the Columbia. Since that time she has been employed principally as a towboat. With the exception of the above, there were few additions to the steam fleet on the Columbia and Willamette rivers in 1880. The *Salem*, a light-draft sternwheeler one hundred and sixty feet long, twenty-nine and one-half feet beam, and four feet four inches depth of hold, was launched at Portland for the upper Willamette trade and began running in command of Capt. George Raabe. She was sold in 1883 to Capt. E. W. Spencer, who rebuilt her and operated her for eight years, making large profits whether the steamer was running or tied up. When freights or subsidies were not liberal enough on the Willamette, Spencer was in the habit of taking her to Astoria and offering to tow ships at such sweeping reductions in rates that he was always sure of securing a good bonus to retire. In 1891 the *Salem* was purchased by Capt. George W. Taylor, who has since operated her on the upper Willamette and in jobbing at Portland. The propeller *Gold Dust* was launched at Portland in 1880 by Capt. E. W. Spencer, who used her on the Vancouver route, making two round trips a day. She was withdrawn in August, and a year later was taken up over the Cascades to run in connection with the steamer *Fleetwood*. Spencer soon retired her on a subsidy, and in 1883 she was purchased by Bothwick & Frain, proprietors of the Cascade Lumbering Company. On May 25, 1884, she was taken over the Cascades by Captain Martineau and Engineer St. Martin. E. B. Fellows, George Adams and J. Jenkins were also on board at the time. She was employed in jobbing at Portland until 1886, when she was sold to O. A. and L. C. Smith of Olympia, who ran her between Seattle and the Capital City. Her career on the Sound was not a fortunate one, as she sank several times.

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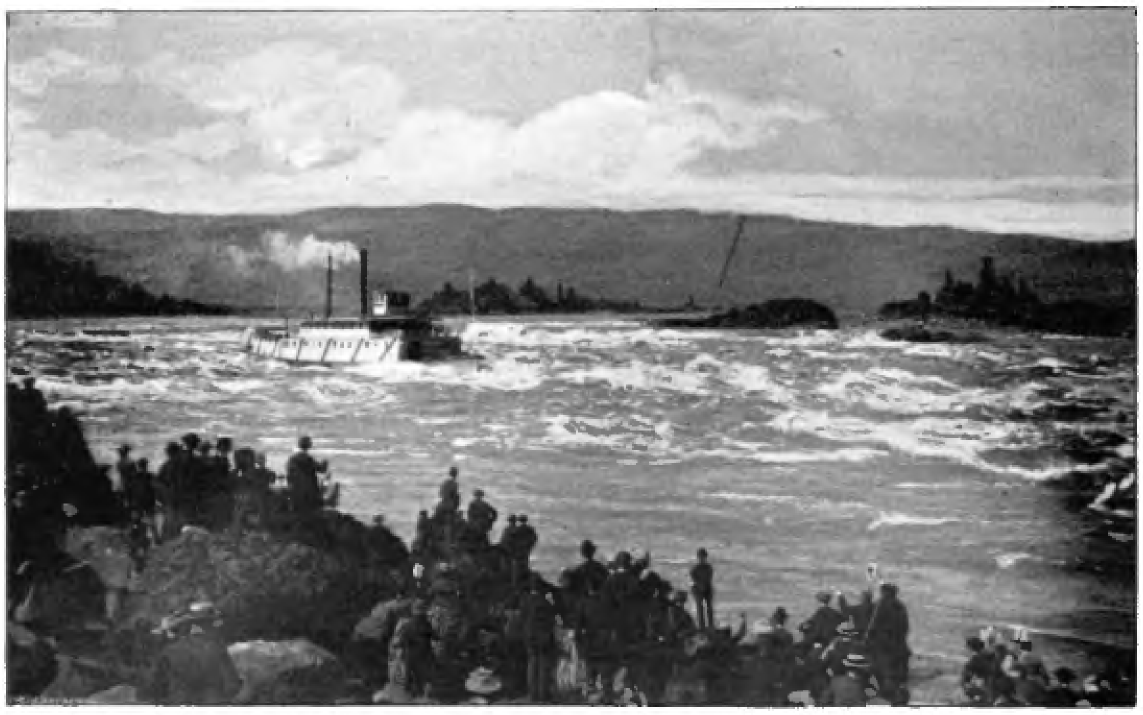
[22] Capt. F. W. Jordan was born in Newton, Mass., in 1848, and has been engaged in the marine business since boyhood. His first work was in the coasting trade out of Boston, after which he spent several months on an East Indiaman. He came to the Pacific Coast in 1873 as chief officer of the ship *Cultivator*, which he left in San Francisco, and for the next twenty years was in the Northwestern trade. He took command of the *Marmion* in 1874 and remained in charge until she foundered The following year he was appointed master of the ship *Belvidere*, which he sailed most of the time in the Nanaimo coal trade until 1886, when he took the *Commodore*, with which he remained two years. The new steam collier *Wellington* was then placed in his charge, and he handled her in a very successful manner until he retired from the coasting service a few years ago to take his present position as bar pilot at San Francisco, and in this calling has made fully as good a record as he enjoyed on the high seas.


STEAMER "HASSALO" SHOOTING THE CASCADES

The steamer *Myrtle*, the second of the name at Coos Bay, was launched at Marshfield by Hall & Lightner,[23] the latter commanding her until 1887, when Levi Snyder, J. H. Snyder, Dr. Downing, Frank Barrows and S. S. Snyder purchased her and took her to the Coquille River. She was afterward owned by the Dunhams, and was in charge of M. P. Pendergrast, Robert Jones and others. The tug *Sol Thomas*, which Capt. William Hayden brought out from Philadelphia in 1867, was sent to Coos Bay to relieve the *Fearless*. She remained there for several years, and was commanded by Captains James Hill, Robert Lawson and John Erickson. On the upper Columbia, S. R. Smith built the small steamer *Rover*, which was used for jobbing and towing. The following steam ferry-boats were built: the *Columbia* at Columbus, Wash., by E. F. Coleman; *Milwaukie* by F. C. Harlow; *Veto No. 2* by Foster & Moore; and *Stark Street Ferry* by A. J. Knott, at Portland. The latter vessel is still in service and was for over ten years in charge of Capt. Henry Van Auken.

The most important event in the ocean steamship business in 1880 was the arrival of the *Columbia*, which was built at Chester, Penn., for the Oregon Railway & Navigation Company. She was in command of Capt. Fred Bolles on the voyage round the Horn, arrived at Portland on her first regular trip from San Francisco, July 22d, and in charge of her first master has since remained almost continuously on the route, making over four hundred round trips between San Francisco and the Columbia. The *Columbia* is three hundred and nine feet long, thirty-eight feet five inches beam, and twenty-three feet three inches hold, net tonnage 1,746. Oliver Van Duser has served as chief engineer nearly all the time since she has been in service, with H. Brinckerhoff, first assistant.

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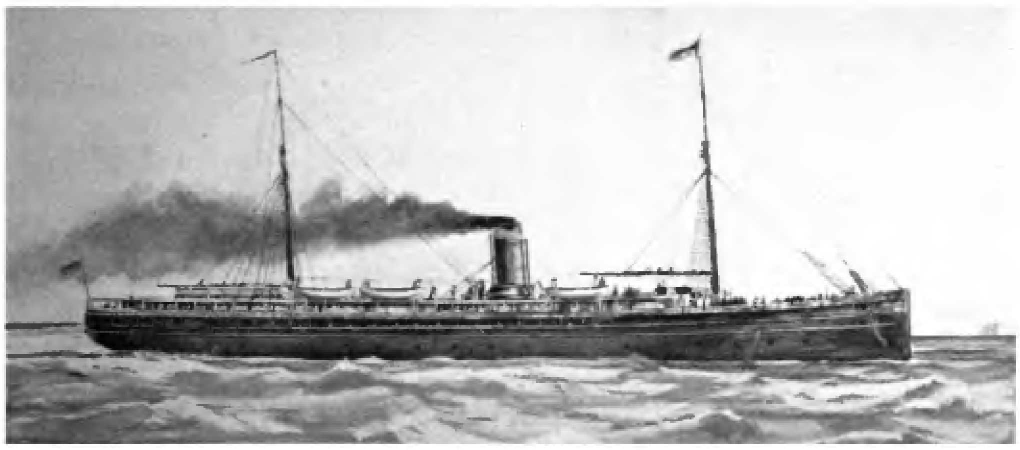
[23] Capt. J. R. Lightner of Marshfield, Or., was born in Pennsylvania in 1839, and emigrated in 1875 to Coos Bay, where he worked for a year as foreman in the mill. He secured the mail contract from Coos City to Bandon, purchased the steamer *Myrtle*, and a year later took out a master's license and also secured a license as an engineer. He operated the steamer five years, finally selling her to Snyder Brothers of Coquille. He then remained ashore about three years and has since been engaged at intervals on nearly all the steamers on the bay.

J. E. Driscoll[24] also served as second and first assistant for eight years. The *Columbia's* record on the Portland and San Francisco route is remarkable, as only once in nearly fifteen years has she been longer than one night at sea on the down trip between the two cities. Early in 1895 she was withdrawn from the route and placed in the drydock at the Union Iron Works, San Francisco, for a thorough overhauling, and when she is again afloat will be in better condition than when she first arrived from the East. Victoria and Puget Sound were favored with several steamships in addition to the regular steamers *City of Chester* and *Dakota*. The latter completed her mail contract of seventy-seven trips in October, and was then sold to the Pacific Coast Steamship Company, who continued to operate her on the route. Captains Morse and Griffiths commanded the *Dakota*, and Capt. E. Polemann the *City of Chester*. The steamship *Empire*, Captain McAllep, and the *Idaho*, Captain Alexander, were also running in the same trade, while the *Alexander Duncan*, Capt. J. E. Denny, and the *California*, Captains Thorn and Carroll, were in the local service between the Sound and the Columbia River, the latter also making trips to Alaska. The steamship *Arcata*, a 600-ton vessel, built at San Francisco in 1876, was in the Wellington coal traffic in charge of Captain Holt. The *Hylton Castle*, a large steam collier, arrived at Victoria in January, under a three-year charter to R. Dunsmuir & Co., with J. Baumann, captain, H. Dixon, first officer, F. N. Laws, chief engineer. The vessel was built in 1871, and was two hundred and fifty-one feet long, thirty-two feet four inches beam, and nineteen feet two inches hold, with engines twenty-eight and fifty-five by thirty-three inches. At the expiration of the charter in 1883 the steamer returned to England, and three years later, while *en route* from New York to Rouen with a cargo of corn, foundered twelve miles south of Fire Island light, drowning the captain and ten men. The wreck was a menace to vessels approaching New York harbor for a long time and was finally destroyed with dynamite. Nearly all the ocean steamers in the British Columbia mail service ran to New Westminster. The postal contract, for which Goodall, Nelson & Perkins received $400 per trip, called for the operation of English and American steamers, and one of the new arrivals on the line was the steamship *Victoria*, Hayward, captain, J. C. Hunter, first officer, George Nixon, chief engineer, Robert Hackley,[25] first assistant, the latter and Robert Turner[26] subsequently serving as chief. The Victoria steam fleet was increased by two very fine boats. The *Cassiar*, built at



STEAMSHIP "COLUMBIA," FROM A DRAWING

ROBERT TURNER

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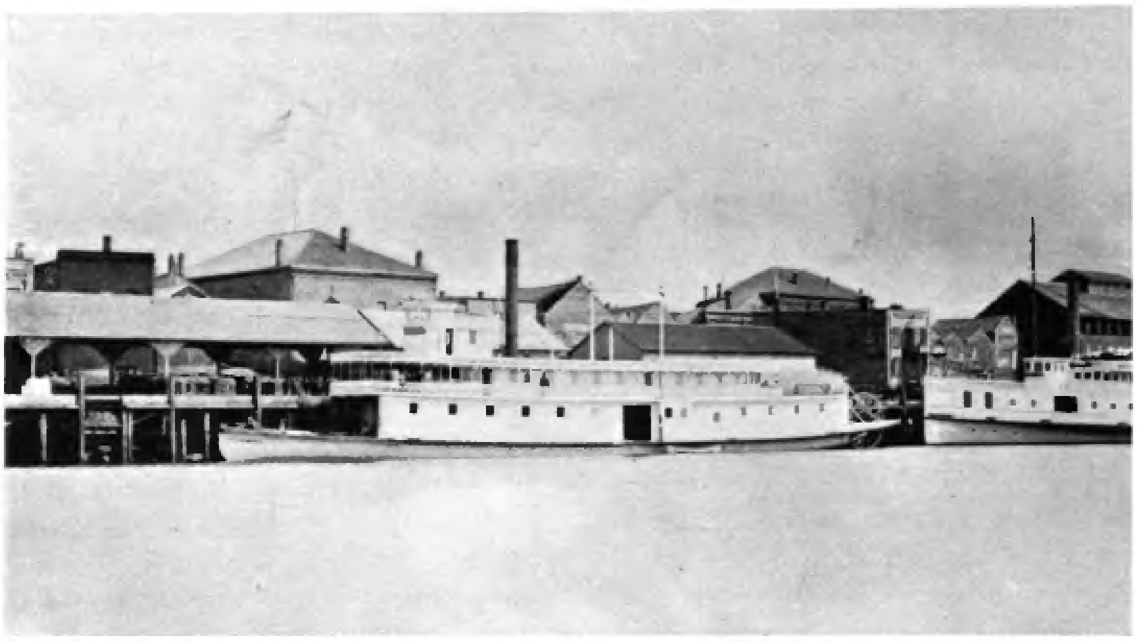
[24] J. E. Driscoll, engineer, was born in New York in 1852, and served a three years' apprenticeship at Roach's Iron Works at that city. He came to the Pacific Coast in 1870 as engine storekeeper on the steamship *Alaska*, making four trips to China with her as oiler. He subsequently returned overland to New York, where he worked on the construction of the steamship *Acapulco*, and on her completion made thirty-five trips with her between New York and Aspinwall. He reached the Coast again in 1876 and joined the steamer *Grenada* as third assistant engineer. He was next on the steamship *Columbia* as second assistant and first assistant for eight years, left her to go as chief of the *Cosmopolis*, where he remained for a year, and subsequently served in the San Francisco ferry service as assistant engineer. In 1888 he entered the Spreckels' employ and has remained with them since. He is at present chief engineer of the tug *Vigilant*.

[25] Robert Hackley, engineer, was born in Florida in 1840, and began his maritime career on the steamer *Yazoo*, between New York and Norfolk. In 1867 he joined the steamship *Nevada* and came to the Pacific Coast as water-tender. He served with her as second assistant for about six months after her arrival, and then went to China, where he ran out of Shanghai as chief of the sidewheel steamship *New York*. He returned to San Francisco in 1876, worked for a short time as third assistant on the *City of Peking*, and was afterward first assistant of the same steamer. He then became chief of the steamship *Victoria*, and was subsequently chief of the following vessels: *State of California*, two and one-half years; *Orizaba*, two years; *Wilmington*, fourteen months; *Ancon*, eighteen months. When the latter vessel was wrecked, Hackley was appointed first assistant of the steamship *Mariposa*, and on the resignation of Chief Fletcher, about three years ago, he was selected to fill the vacancy.

[26] Robert Turner, engineer, of Tacoma, Wash., came to this Coast from New York in February, 1874, and on arriving in San Francisco commenced his steamship service by joining the engineer corps of the *Grenada*, belonging to the Pacific Mail Steamship Company, then running between San Francisco, Panama and way ports. After several trips with the *Grenada* he joined the *City of Peking* of the same company, sailing between San Francisco, Yokohama and Hongkong. On this steamer he held the position of second assistant during nineteen voyages and was then transferred to the *Colima*, running to Panama, serving as first assistant. After making four voyages on the *Colima*, he left her for the *State of California*, plying between San Francisco and Portland, as first assistant. A year later he went as chief engineer of the steamship *Victoria*, running between San Francisco and Puget Sound ports, and remained with her until she was lost, November 28, 1883, on Port Orford Reef. He subsequently worked for a short time on the old sidewheeler *Orizaba*, and afterward served as chief engineer on the steamer *Idaho*, between

Seattle the preceding year, was put under the British flag and ran on the Fraser, and Capt. John Irving constructed the fine steamer *William Irving*, which, on May 16th, made her first trip on the Fraser, where she performed excellent service for many years. In 1891 she was extensively overhauled and equipped with new machinery. The steamer continued to run until sunk, June, 1894, near Farr's Bluff on the Fraser, the machinery alone being saved from the wreck. Captains George and Frank Odin were masters of the steamer, and J. E. Jeffcott[27] was for many years chief engineer. Captain Irving was also interested in the fine sternwheeler *Peerless*, built at Kamloops for the lake trade. She was one hundred and thirty-one feet long, twenty-five feet beam, and four feet six inches hold, and proved quite profitable until the Canadian Pacific Railway ruined steamboating in that section. Capt. James W. Troup was in command for a short time. The small propeller *Senator*, fifty-five feet long by twelve feet beam, was constructed at Burrard's Inlet by Capt. James Van Brenner,[28] and made her trial trip April 15th. Van Brenner was also owner of the *Lenora*, which was then commanded by Capt. William Holmes.* The steam tug *Pilot*, built at Portland a few years previously, was purchased by the British Columbia Towing Company for $12,500, and the big tug *Alexander*, built in 1876 at a cost of $80,000, was sold in June to Capt. J. D. Warren for $15,000. Warren was also operating the ancient *Beaver*, and in October a fire destroyed her upper works, the damage amounting to about $500. The Starr line kept their steamer *George E. Starr* in the Victoria trade in 1880, with Capt. Thomas Wilson in charge. Their new postal contract with the Dominion Government went into effect September 1st. It provided for a remuneration of $2,500 per year for one trip a week, $5,000 for two, $7,500 for three, and $15,000 for six.


STEAMER "WILLIAM IRVING"

The Puget Sound steam fleet, which a decade before could have been handled by a score of men, had grown to such proportions that in 1880 it furnished employment to the following licensed officers: Masters—J. C. Brittain, W. R. Ballard, Henry Bailey, J. C. Baker, Thomas Brennan, John B. Cook, Charles Clancey,

J. E. JEFFCOTT

Portland, Puget Sound and Alaska. In 1890 Mr. Turner went to Philadelphia to take charge of the engines of the *City of Seattle*, which was constructed for the Puget Sound & Alaska Steamship Company. She sailed for Puget Sound September 16, 1890, with the following officers: Melville Nichols, captain; Charles Ames, first officer; Frank Woodman, second officer; R. C. Turner, chief engineer; David Granger, first assistant; James Neely, second assistant. She arrived at Port Townsend, December 24th, after calling at the ports of Rio Janeiro, Valparaiso and San Francisco, and spending eight days in the Straits of Magellan.

[27] J. E. Jeffcott, engineer, of New Westminster, B. C., was born on the Isle of Man in 1856. After serving an apprenticeship he entered the employ of the International Steamship Company of Liverpool in 1875. He went to Canada in 1882 and worked for the Canadian Pacific Railway until the latter part of 1884, when he came to Victoria and joined the steamer *Sardonyx* in the coasting trade. He was afterward on the *Otter*, *Etta White*, *Reliance*, *William Irving*, *Maude*, *Islander* and *Transfer*. He was chief engineer of the *William Irving* for seven years, remaining with her until she was wrecked, and since that time has been engaged on the *Transfer*.

[28] Capt. James Van Brenner was born in New York in 1832, and went into the marine business on the Fraser River in 1866 with the little steamer *Sea Foam*, which he afterward took to Moodyville, where he ran her four years. He subsequently purchased the steamer *Chinaman*, which came from the Orient on a sailing vessel, and ran her for several years. He then constructed the *Lillie*, using the machinery from the *Sea Foam*, in 1874 built the *Leonora*, and four years later the *Senator*. He recently retired from the water and is living in Vancouver, B. C.

* Capt. William Holmes of Victoria was born in Sweden in 1856, and emigrated to the United States when a boy. He sailed out of Philadelphia in the West Indian trade for about five years, and came to the Pacific Coast in 1877. His first work on the Sound was with the steamer *Isabel*, between Victoria and Port Townsend, and a year later he shipped on the bark *Wealthy Pendleton*, which sailed to Buenos Ayres and thence to Liverpool. Holmes returned to Victoria the following year and joined the old steamer *Grappler* as mate, going from her to the *Etta White*, and then taking charge of the steamer *Leonora* on Burrard's Inlet, with which he remained four years. He was next in command of the steamer *Vancouver* for two years, engaged in the towing business, taking the steamer *Hope* about seven years ago, and has remained in charge since.

G. A. Cushman, William de Lanty, C. P. Farrer, G. W. Gove, Thomas Grant,[29] Leander Green, Benjamin Harris, Edward Harkness, W. H. Hamlin, John S. Hill, John F. Lester, John B. Libby, Nat H. Lane, Charles Low, S. D. Libby, Daniel Morrison, W. F. Munroe, E. H. McAlmond, M. S. Norton, E. H. Nichols, H. J. Olney, N. T. Oliver, J. G. Parker, G. H. Parker, Jacob Scoland, J. W. Smith, Frank Smith, William Selby, Joseph Taylor, J. M. Vanderbilt, William Williamson, Chris Williams, Thomas Wilson, W. I. Waitt, James Woolery; pilots—J. W. Burse, James Delgardno,[30] S. M. Denny, James Gilman, Henry McCray, Cyrus Orr, John Oliver; mates—Daniel Benson, A. F. Chandler, John Fussell, James Healy, Daniel Huntley, William Hayter, William Jansom, Cyrus Orr, Joseph Oliver, John Oliver, S. M. Percival, J. M. Phillips, William Selby, J. M. Vanderbilt, Frank Waters, George Walker, William B. Woolery;[31] engineers—Stephen Antonio, James Avery, Robert Airey, George Allen, Charles Bowen, J. W. Burse, Thomas Benson, I. J. Chapman, Timothy Cosgriff, Henry Denny, Robert Davis,[32] W. W. Davis, E. W. Doty, James Durgan, Henry Duane, Peter Doyle, O. O. Denny, C. H. Grinwald, George Gilson, John Godbold, James Griffiths, James Gray, John Hicks, William Hoyle Collier,[33] William H. Hammond, J. A. Jenson, David Kennedy, J. H. Kennedy, George Kelly, James Kirch, Harry Lord, Henry Lanis, Dennis Lawler, A. E. LaBallister, John Melville, M. D. McCall, Melville McCorcle, Robert Moran, Peter Moran, John Malcolm, W. K. Merwin, James Morgan, Peter Nelson,

CAPT. WILLIAM HOLMES

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[29] Capt. Thomas Grant was born in Nova Scotia in 1850, and while a young man sailed on the Atlantic Coast and Lakes, reaching Puget Sound in 1874 and going on the *North Pacific* as deckhand. He filled that position until 1877, when he was appointed mate of the steamer. In 1879 he was given command of the *Alida*, which he ran for a year, and then went to the Willamette River as mate on the *Governor Grover* and *Champion*. In 1881 he returned to the Sound in command of the *George E. Starr*, and served with the Oregon Railway & Navigation Company until 1884 as master of the *Annie Stewart, Idaho, Welcome* and *Emma Hayward*. When he left this service he took the sternwheel steamer *Bob Irving*, in company with George Roberts and others, and ran her from Tacoma to Henderson's Bay. He sold his interest to his partners shortly afterward and worked with Capt. Tom Wright on the *Eliza Anderson* as mate and pilot during the winter of 1884. He subsequently purchased the steamer *Wildwood* and spent several thousand dollars upon her in repairs. She burned ten days after she was ready to run, and he then secured employment as master of the steamer *Politkofsky*, with which he remained for two years. He left her for the tug *Pioneer*, which he commanded for six years, and in 1892 was interested in the construction of the tug *Discovery*, taking command of her as soon as she went into commission, and still retaining that position.

[30] Capt. James Delgardno of Port Townsend was one of the arrivals in 1853, reaching the Sound on the brig *Marshall*. Delgardno was born in Scotland in 1832 and went to sea when but a boy, arriving in San Francisco in 1852 and going to the Sound a year later. After making two trips north from San Francisco he left the brig and built the schooner *Ann Delgardno*, which he ran in the Sacramento trade until 1855, when he returned to Port Townsend and took up a homestead, subsequently entering the customs service. He piloted and traded on the Northern coast for ten years, and was the first to engage in sealing from the American side, the old *Ann Delgardno* having been one of the first schooners in the business.

[31] William B. Woolery, engineer, Seattle, Wash., was born in St. Louis in 1855 and came to the Pacific Coast when a boy. His first service was between San Francisco, Honolulu and Panama. He went to the Sound in 1879 and joined the steamer *Comet* as engineer, afterward following his vocation on the *Politkofsky, S. L. Mastick, Shubrick*, and on the Oregon Railway & Navigation Company's steamers, remaining with the latter company four years. He was subsequently chief engineer of the *Eliza Anderson* for a short time and was employed on the steamship *Walla Walla* nearly a year. He is at present residing in Seattle.

[32] Robert Davis, engineer, was born in London in 1841, and began sailing out of English ports in 1860. He arrived on the Pacific Coast in 1875, and his first vessel was the steamer *Favorite*, on which he ran for a year. He was next on the *Eliza Anderson* and *Annie Stewart* for a few months, and then went to Victoria, where he worked for two years on the *Isabel*. He afterward entered the employ of Capt. Joseph Spratt and remained with him five years, during which he served as engineer on the *Cariboo and Fly, Maude, Emma*, and *Wilson G. Hunt*, after which he went to San Francisco. He subsequently made a few trips to Alaska on the steamship *Afognak*, and on leaving that route was employed on the *Michigan, Los Angeles, Whitesboro, Farallon* and *Caroline*.

ROBERT DAVIS

[33] William Hoyle Collier, one of the best known engineers on Puget Sound, is a native of Savannah, Ga. His first marine experience consisted in sailing out of New York and Southern ports to Australia and the Orient. He arrived in San Francisco in 1872, and began running to Victoria on the steamship *Prince Alfred*. In 1876 he went to Puget Sound, and since that time he has served as chief engineer on nearly all the steamers on the routes out of Seattle. When not on the water he makes his home at Bangor, Kitsap County, Wash.

[34] George Kelly, engineer, was born in Boston in 1839, and moved to the Pacific Coast about 1871. Soon after his arrival he was engaged to place the machinery in the tug *Blakely*, with which he ran as engineer, subsequently holding a similar position on the *S. L. Mastick*. Before he came to the Pacific Coast he was employed as engineer in the Morgan Line out of New York for a number of years. In 1879 he started a machine shop in Seattle, which he conducted for many years, and at the time of the big fire was proprietor of the Seattle Boiler Works. He is at present residing in Seattle.

Kenneth Nicholson,[35] John Nation, Julian Olney, Otto Brown, J. S. Oliver, Cyrus Olney, Fred Peterson, Gilbert Phelps, Frank Parker, Thomas Pierce, Martin Paup, J. A. Robb, Thomas Robertson, Charles Sperry, Edward Still, William Spieseke, James Sandill, Edward Stearns, Joseph Taylor, John Tate, Philip Van Tassell, John West, J. Williamson.

The steamer *Daisy* was built at Seattle in 1880 for the Puget Sound Transportation Company, who put her in the Skagit trade in charge of the following officers: J. G. Parker, captain; Harry Lord, engineer; S. M. Denny, pilot. The steamer *Augusta*, a small propeller, was launched at Port Madison and used in the jobbing business. Another small propeller, the *Virginia*, was brought to the Sound in 1880 by Morgan[36] & Gilmore, who had purchased her in San Francisco for $2,250. The old steamer *Teaser*, constructed on the Columbia many years before, was converted into a schooner. The steam scow *Capital*, built by Allen[37] & Harkins, the sidewheel steamer *Al Ki*, by Capt. M. D. McCall,[38] and the little steamers *Edith Grace*, *Seattle* and *Joe Adams*, were also added to the Sound fleet. The steamer *Favorite* was sold by D. B. Finch to Vanderbilt & Co. of Portland for $5,000. Steamboat Inspector Hammond, who was appointed when the Puget Sound District was established, was succeeded in 1880 by Captain Morgan of Port Townsend. The sailing vessels completed in the Northwest in 1880 included the Hawaiian schooners *Kaui*, *Keaouli*, 139 tons, and *Jennie Walker*, 137 tons, the San Francisco pilot schooner *Lady Mine*, 55 tons, schooner yacht *Aggie*, 50 tons, and the barkentine *Wrestler*, 470 tons, from Hall Brothers' yards at Port Ludlow. This firm also built the Hawaiian steamer *C. R. Bishop*, 281 tons. The schooner *State of Sonora*, 310 tons, and the *Eva*, 263 tons, were set afloat at Seabeck. At Coos Bay, H. R. Reed launched the barkentine

WILLIAM HOYLE COLLIER

CAPT. JAMES MORGAN

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[35] Kenneth Nicholson, engineer, was born in Scotland in 1849, and commenced steamboating in the Northwest as fireman on the *Eliza Anderson* in 1869. He afterward held a similar position on the *Wilson G. Hunt* and *Olympia*, and secured an engineer's license in 1878 to join the steamer *Otter*, with which he remained for three years. He left Victoria to enter the Oregon Railway & Navigation Company's service on the *North Pacific*, and subsequently worked on the *George E. Starr* and *Olympia*. He left in 1887 and was employed for two years on the tugs *Tacoma* and *Tyee*. He returned to the *North Pacific* and served as chief engineer four years, and then joined the tug *Discovery*, with which he is still connected.

[36] Capt. James Morgan was born in Illinois in 1840 and moved to Puget Sound in 1875. His first work was on the steamer *Wenat*, going from her to the *Teaser*. He then served as fireman on the *Despatch* for a year, and was afterward engineer on the *Addie* and *Despatch*. He then went to San Francisco and with Capt. James Gilmore purchased the steamer *Virginia*, which they started on the route between Port Townsend, Irondale and Whidby Island. Captain Gilmore soon disposed of his interest to Captain Hastings, and the new firm of Morgan & Hastings secured the mail contract on the Neah Bay route for eight years. They purchased the *Despatch* and built the *Enterprise*, running the *Virginia* in the freight and jobbing business and the *Enterprise* on the Victoria route. About a year later the partnership was dissolved, and Captain Morgan took the *Despatch*, which he continued on the Neah Bay route two years longer. In company with Capt. W. S. Mann he bought the steamer *Evangel* in 1890, and operated her in the same business. From July, 1890, until 1894, the *Evangel* carried the mail between Port Townsend, Whatcom and intermediate ports, giving a very satisfactory service to the Government and the people. The Straits Steamship Company was formed July 1, 1894, by Capt. James Morgan, L. B. Hastings, W. S. Mann and A. L. Horn. They operated the *Willapa* on the Seattle and Neah Bay route, the *Evangel* to Port Townsend, Port Angeles, Dungeness and Victoria, and the *Garland* on the Neah Bay route. Captain Morgan was in command of the *Evangel* at the time of the terrible boiler explosion in 1892, and had left the steamer only a few minutes before the accident happened. While running to Neah Bay he laid the cable between Tatoosh Island and the mainland, completing the task in three days, and receiving $500 for his services.

HARRY HARKINS

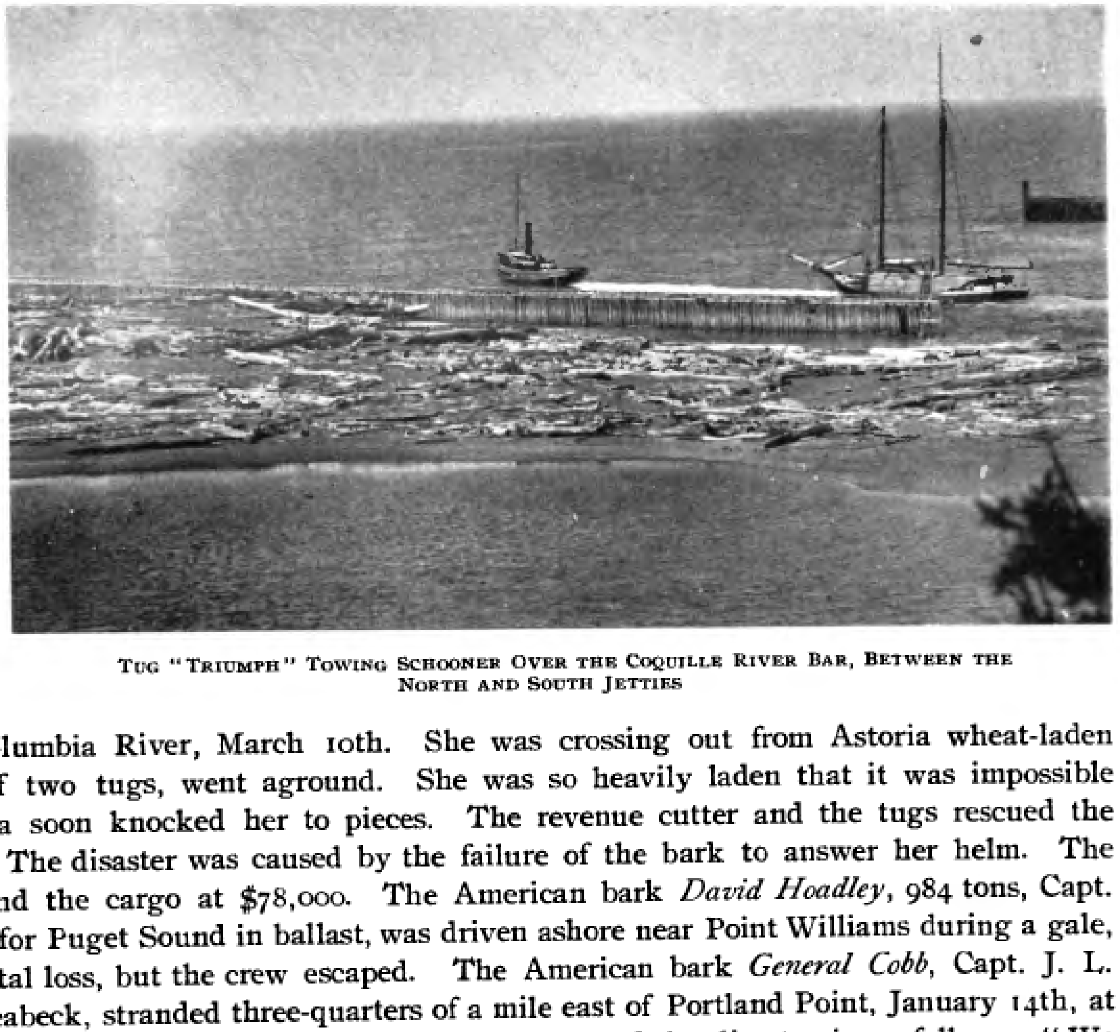
[37] Capt. George S. Allen, Olympia, Wash., is a native of Maine. His first marine work on the Sound was with the steamer *Capital*, which he owned with H. Harkins, the latter running as master and Allen as engineer. They operated her for two years and then sold the hull to Percival. Captain Allen then retired from the water until 1892, when he purchased the steamer *Estella*, which he has since handled.

[38] Capt. M. D. McCall was born in Wisconsin and was engaged in the marine business on the Lakes for about twenty years, leaving there for Seattle in 1877. His first work on the Sound was with the steamer *Favorite*, and in 1880 he built the sidewheel steamer *Al Ki*, operating her for eight years, towing on the Snohomish and Skagit rivers. He then took charge of the steamer *Cascades*, which he ran for about a year, and since that time has not been regularly employed. He is at present residing at Mt. Vernon.

George C. Perkins, 369 tons. Other marine craft constructed this season were the barges *Atlas*, 625 tons, at The Dalles, *Wyatchie*, 609 tons, and *Hercules*, 344 tons, at Portland. The schooner *Champion* was built at Port Townsend by Capt. E. H. McAlmond, and was used as a sealer for many years by Capt. Henry McAlmond.[39]

The Columbia River grain fleet in 1880 consisted of thirty-two British and seven American barks, eleven British and six American ships, two German and four Italian barks, a total of sixty-two vessels, carrying 2,562,331 centals of wheat, valued at $4,457,810. The largest of the fleet was the American ship *Eliza McNeil*, 1,582 tons and the smallest the British bark *Ione*, 520 tons. Twenty-five registered over 1,000 tons each, nineteen over 1,100 tons, thirteen over 1,200 tons, seven over 1,300 tons, and five over 1,400 tons. The British ship *Aberystwith Castle*, one of the arrivals, saved over $7,000 to her owners by reaching Portland just before the expiration of her charter, January 31st. It was late in the evening of the thirtieth before she reported at Astoria, and the steamers *Lurline* and *Ocklahama*, directed by Pilot Reed, made a great race against time, towing her into the harbor limits with but an hour to spare. The amounts and values of the wheat shipments for the preceding eight years were as follows: 1874, 2,312,581 centals, valued at $4,549,992; 1875, 2,095,532 centals, $3,610,172; 1876, 2,894,722 centals, $4,405,029; 1877, 3,388,473 centals, $7,310,529; 1878, 2,420,768 centals, $4,357,826; 1879, 2,457,080 centals, $5,345,400. The shippers in 1880 were: Sibson & Church, eighteen cargoes; Balfour, Guthrie & Co., sixteen; Rodgers, Meyer & Co., ten; Salem Flour Mills Company, seven; Henry Hewett & Co., seven; G. W. McNear, three; J. M. Ten Bosch, one. A regular line of sailing vessels, Sutton & Co's Dispatch Line, which is still in operation between New York and the Columbia River, was established in 1880. The Pilot Commissioners on the Columbia in 1880 were, J. A. Brown, president, J. G. Hustler and J. H. D. Gray, with S. T. McKean, secretary.

Fast passages made by the sailing fleet were those of the *Jessie Nickerson*, Captain Bonifield, ten days from the Hawaiian Islands to Humboldt, and the *W. L. Beebee*, eleven days and seventeen hours from Honolulu to Port Townsend. Both of the record-breakers were Puget Sound productions. Several vessels met with disaster in 1880, but, fortunately, the loss of life was comparatively small. The British bark *Delharrie*, a composite vessel of 1,293 tons register, stranded at the north entrance to the Columbia River, March 10th. She was crossing out from Astoria wheat-laden for Queenstown, and, in tow of two tugs, went aground. She was so heavily laden that it was impossible to float her, and the heavy sea soon knocked her to pieces. The revenue cutter and the tugs rescued the crew and took them to Astoria. The disaster was caused by the failure of the bark to answer her helm. The vessel was valued at $65,000 and the cargo at $78,000. The American bark *David Hoadley*, 984 tons, Capt. N. Swanton, from San Francisco for Puget Sound in ballast, was driven ashore near Point Williams during a gale, December 15th, and became a total loss, but the crew escaped. The American bark *General Cobb*, Capt. J. L. Oliver, from San Francisco for Seabeck, stranded three-quarters of a mile east of Portland Point, January 14th, at 8:00 P. M., during a heavy gale from the southwest. The captain's account of the disaster is as follows: "We sighted Cape Beale at 7:30 on the morning of the fourteenth, and the vessel stood off under shortened sail until 3:00 P. M., when we commenced making sail and continued standing off shore. About 7:30 P. M. the main topgallant sail was carried away and two men were sent aloft to repair the damage. Land was sighted, but before we could get the ship around she struck. The second sea lifted her over and off the reef and the wheel was put hard up again, but she immediately brought up on a large rock. The masts were cut away to ease her, and the anchors were dropped. The crew attempted to reach shore by crawling out on the spanker boom, but a heavy sea smashed it and washed one man overboard. All hands then went forward and remained until daylight, when


TUG "TRIUMPH" TOWING SCHOONER OVER THE COQUILLE RIVER BAR, BETWEEN THE NORTH AND SOUTH JETTIES

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[39] Capt. Henry McAlmond of Port Angeles was born in Washington in 1861. He was first employed on the schooner *Champion*, stationed at the Cape, from 1878 to 1882. He then went with her to Alaska on a trading and sea-otter-hunting expedition, taking the first crew of native hunters engaged for that service. The hunters returned to the Sound, and Captain McAlmond fitted out the *Ariel* as a pilot-boat and operated her for two years. He next sailed north, fishing and sealing, with the schooner *Mary Parker*. On returning he was connected with the Sound steamers for a year, and then fitted out the sealer *Edward E. Webster*, with which he hunted for a few months. He next had charge of the *Puritan*, running as a jobbing steamer, and his last vessel was the sealing schooner *Felix*, which he sailed for a year and then purchased a prune orchard at Port Williams.

we made a swinging boom of a pinrail, by means of which we reached the rock, with provisions. After remaining there two days and one night we were rescued by some Indians, and, after recovering from the hardships which we had endured, were taken to a small island in Clayoquot Sound. Nineteen days later we reached Victoria on the schooner *Alert*, Captain Francis." The *General Cobb* was built at Bath, Me., in 1854, and at the time of her loss was owned by W. J. Adams of San Francisco. The point where she grounded is but little over a mile from the spot where the American bark *Mustang* had been lost fourteen years before. The schooner *Oliva Schultze*, from San Francisco for the Siuslaw River, was wrecked near the latter place April 28th, and all hands were lost. There were no witnesses to the disaster, and the vessel is supposed to have capsized on the bar.

The American barkentine *Joseph Perkins*, a Puget Sound built vessel, was stranded on Waihee Reef, Hawaiian Islands, May 14th, while bound for Port Gamble to load lumber. She was beating out of Kahului Harbor with a pilot on board and misstayed. The strong breeze sent her ashore, where she became a total wreck. The American ship *Thrasher*, Captain Bosworth, from Nanaimo to San Francisco with 2,600 tons of coal, while in tow of the steamers *Etta White* and *Beaver*, struck on Gabriola Reef, July 14th, and became a total loss. H. B. M. ship *Triumph* was sent to the rescue but was unable to render assistance of any value. The *Thrasher* was a new vessel and remarkably well built. J. F. Engelhart of Victoria purchased the wreck for $500 and the coal cargo for $50. The steamship *Gussie Telfair* ended a life of vicissitudes at Rocky Point, Coos Bay, where she was wrecked September 25th, soon after leaving Empire City for San Francisco. In January, 1880, after two years in the Coos Bay coal trade, she was sent to Honolulu, but, finding the island traffic unprofitable, had returned to the Coos Bay route only a short time before the accident happened. She was insured for $7,500, and the wreck sold for $550. The barkentine *W. H. Gawley*, from Port Madison for San Francisco, went ashore while entering the Golden Gate during a dense fog October 23d. The vessel was in charge of Capt. James E. Williams, who sent his passengers ashore, and with the mate and a portion of the crew remained on board until the next morning, when they were taken off by the life-saving crew. A portion of the lumber cargo was saved, but the vessel proved a total loss. She has been previously mentioned in the history as the *Golden Eagle*, which burned in Esquimalt Harbor about 1859. The crew abandoned her there, and an English man-of-war sank her with a shell; but she was afterward raised and sold to G. A. Meiggs of Port Madison, who named her after his San Francisco partner. The British bark *Glen Fruin*, coal-laden from Newcastle for Portland, was abandoned in a leaking condition off Barclay Sound, December 8th. The vessel encountered heavy gales near the equator, which started her seams, and when nearing the Columbia southerly winds drove her northward out of her course. The crew reached King's Island, where they remained for a week, and were then taken to Victoria by the schooner *Favorite*. The Hawaiian ship *Mathilde*, from Burrard's Inlet for Callao with a cargo of lumber, was abandoned at sea June 24th. The crew escaped in boats and headed for Charion Island, 360 miles away, reaching there July 3d, but finding no water they sailed for Sorocco Island, distant 216 miles. Before reaching there a cyclone struck them, and after it had passed the captain's boat was not to be seen; that of the mate reached Mazatlan, and the survivors were carried to San Francisco on the steamer *Newbern*. The captain was accompanied by his wife, formerly Miss McNatt of Port Ludlow, to whom he had been married a few days before sailing. The schooner *Courser*, wrecked at Shoalwater Bay several months previous, was raised and repaired by Whitelaw, the San Francisco wrecker, who took her to Astoria, where she was sold at auction December 18th, Captain Trask securing her for $18,000.

ASTORIA AND CATHLAMET BAY—LOOKING EASTWARD

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CHAPTER XIV.

STEAMSHIP "YAQUINA" BUILT AT PORTLAND — THE VILLARD SYNDICATE PURCHASES TEN WELL KNOWN COAST STEAMSHIPS — THE STARR LINE ON PUGET SOUND ACQUIRED BY THE OREGON RAILWAY & NAVIGATION COMPANY—THE "HARVEST QUEEN" BROUGHT THROUGH THE DALLES — THE "SOUTH BEND," THE FIRST STEAMER CONSTRUCTED ON SHOALWATER BAY — COLUMBIA TRANSPORTATION COMPANY — PEOPLE'S TRANSPORTATION COMPANY — SHOALWATER BAY TRANSPORTATION COMPANY— STEAMER "HENRY VILLARD" ON LAKE PEND D'OREILLE — "WELCOME," "ANNIE STEWART" AND "RIP VAN WINKLE" GO TO PUGET SOUND—NUMEROUS SAILING VESSELS BUILT ON PUGET SOUND— TERRIBLE FATE OF THE "LUPATIA"—WRECK OF THE "RIVAL," "FERN GLEN," "LAMMERLAW," "G. BROUGHTON," "EDITH LORNE" "TWENTY-FIRST OF MAY" "CORSICA," "HARVEST HOME," "MALLEVILLE" AND "RAINIER"— THE SHIP "OLYMPUS" BURNED AT SEA — "CLATSOP CHIEF" SUNK BY STEAMSHIP "OREGON"—CLOSING DAYS OF STEAMBOAT SUPREMACY ON THE MIDDLE RIVER —STEAMERS "R. R. THOMPSON" AND "MOUNTAIN QUEEN" BROUGHT OVER THE CASCADES—PACIFIC COAST STEAMSHIP COMPANY WITHDRAWS FROM THE COLUMBIA RIVER TRADE — PORTLAND TUG COMPANY AND THE "PIONEER"—WASHINGTON STEAMBOAT COMPANY.

CAPT. D. B. JACKSON

THE MOST notable feature of the marine business of 1881 was the arrival in the Northwest of several large steamships of modern build. Among the number were the *Willamette*, *Mississippi*, *Umatilla*, *Walla Walla* and *Barnard Castle*. The *Yaquina* and *Mary D. Hume*, Oregon productions, were also added to the fleet. The *Willamette* was built for the Oregon Improvement Company at Chester, Pa., in 1881, and arrived at Portland, June 14th, eighty days from New York, with 3,317 tons of iron for the Oregon Railway & Navigation Company. She was in charge of the following officers: Lewis Meyer, captain; John A. Lockhard, first officer; Lewis Williams, second officer; M. S. Starbuck, third officer; A. A. Winship, chief engineer; William B. Mehaffy,[1] first assistant; Scott, second assistant, and Brennan, third assistant, with a crew of fifty-one all told, among whom was F. W. Patterson.[2] Meyer was succeeded by Captain Holmes, who in turn gave way to Capt. L. L. Simmons. In 1888 Capt. D. O. Blackburn served as master, and a year later C. K. Hansen took charge, remaining with her until 1895, when he died suddenly at Acapulco. G. N. Jessen was then given command, with John Haughton,[3] chief engineer. The *Willamette* collided with the steamer *Premier* in 1892 with fatal effect, on account of which Hansen's license was suspended for a short time, and Captain Lewis took his place. The *Willamette* was 1,695 tons register, with engines thirty-eight and seventy by fifty-two inches.

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[1] William B. Mehaffy, engineer, was born in Philadelphia in 1854, and, after serving an apprenticeship, began sailing out of Philadelphia to Liverpool on the steamship *Ohio*, and remained there as third, second and first assistant for nearly two years. After a short time on other steamers he came to the Pacific Coast as first assistant on the steamship *Willamette* in 1880, was promoted on her arrival, and held the position of chief engineer four years. From the *Willamette* he went to the steamship *Planter*, running to Honolulu. The *Planter* was wrecked on the islands a few months later. Mehaffy joined the steamer *Hawaiian Chief* for a few months, and then went to the steamer *Australia* as first assistant. He left her in Australia and returned to San Francisco, where he joined the steam whaler *Bælena*, serving as chief for two seasons and subsequently accepting a similar position on the steam whaler *Narwhal*, where he remained for thirty-two months.

[2] F. W. Patterson, engineer, was born in Portland, Me., in 1850, and came to the Pacific Coast as oiler on the steamship *Willamette*, which he left at Portland to join the *George W. Elder*. He afterward served on Panama steamers, and was engaged on the tug *Tyee* and the steamer *Eliza Anderson* on Puget Sound. He was first assistant on the *Ancon* for three years, remaining with her until she was lost. He subsequently served in the same position and as chief on the steamers *Wilmington* and *Haytian Republic* for nearly three years. Since then he has been engaged on steam schooners, and at present is first assistant on the steamer *Sunol*.

CHARLES O'HARA

The *Mississippi*, which followed the *Willamette*, arrived at Portland, August 21st, ninety days from New York, with E. W. Holmes, captain, C. Tribon, first officer, L. M. Garrison,[4] second officer, J. Johnson, chief engineer, J. Whitaker, first assistant, H. Jackson, second assistant, and Charles O'Hara[5] was also one of the crew. The *Mississippi* was built at Dumbarton in 1863 for the Cunard Company to carry copper ore in the Mediterranean, and was accordingly very strongly constructed. Soon after completion she was sold and became a blockade runner, but was captured on her first voyage by the United States steamer *Magnolia* while making her way out of Charleston harbor with a cargo of cotton. The United States Government transformed her into a fighting vessel carrying eleven guns, seventeen officers, and one hundred and five men. At the close of the war she was purchased by Baker & Sons of New York, who ran her from there to New Orleans. She was afterward operated between Boston and the Western Islands, owned by Portugal, on the coast of Africa. In 1881 she passed into the hands of the Oregon Improvement Company, in whose service she came to the Pacific Coast. After her arrival she engaged in the coal trade until March, 1883, when she burned at the dock in Seattle (see wreck of steamship *Mississippi*).

The *Umatilla*, also owned by the Oregon Improvement Company, arrived at Portland, October 2d, sixty-three days from New York, with Frank Worth,[6] captain, James Snow, first officer, H. A. Cobb, second officer, O'Brien, third officer, William H. Nieman,[7] chief engineer, A. B. Hughes, first assistant, J. S. Kidd, second assistant, S. N. Haines, third assistant. The

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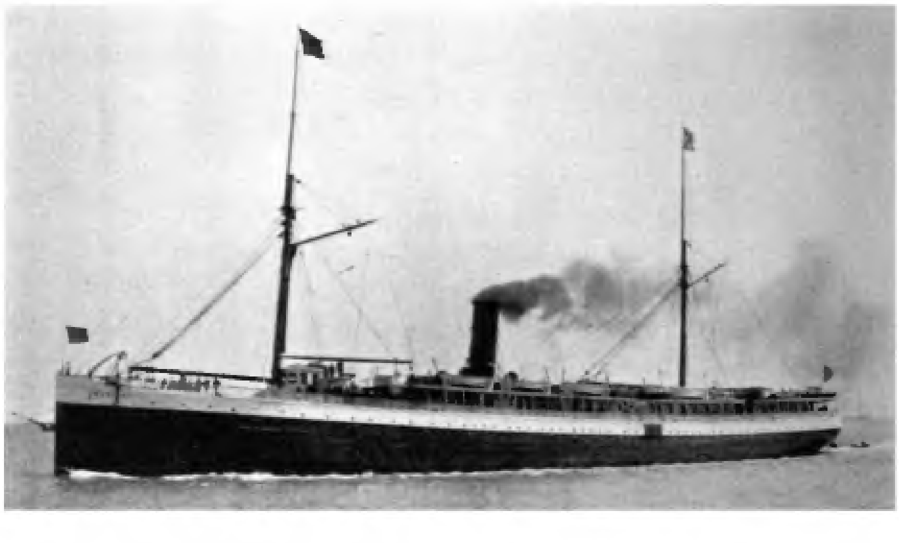
[3] John Haughton, engineer, was born in England in 1846, served his apprenticeship at Foxhall Foundry, Liverpool, and came to Boston in 1872. He worked there for a firm of shipbuilders until 1874, then came to the Pacific Coast and entered the employ of the Union Iron Works. After serving there for about two years he joined the steamship *Gaelic* as fourth assistant engineer. He remained four years on the *Gaelic*, eighteen months of which he was second assistant, and then held the same berth on the *Rio Janeiro* for a year. He was next first assistant on the steamship *Mississippi*, leaving her the trip before she burned to go as first assistant on the steamship *San Pablo*. He was on the latter on the memorable trip when she ran out of fuel and arrived several weeks overdue. From the *San Pablo* Haughton went to the *Yaquina City*, where he ran as first assistant for a short time, and then became chief on the steamship *Al Ki*. He was next in charge of the engines on the *Walla Walla* for sixteeen months, and left her about seven years ago to take a similar position on the steamship *Willamette*, with which he has remained up to the present time.

[4] L. M. Garrison, steamship mate, was born in New Brunswick in 1841. His first work on the Coast was on the *Mississippi*, which he left about a year before she was burned, and has since been engaged in the stevedoring and shipping business at Seattle.

[5] Charles O'Hara was born in Ireland in 1838, and began sailing out of Continental ports when a boy. In 1853 he was in the tugboat service out of Boston, and came to the Pacific Coast about twenty years ago, joining the *City of Sydney* at San Francisco. After sailing with her to Australia for over two years, and on the same route on the *City of New York* for a short time, he returned to New York and joined the steamer *Rio Janeiro*, running to South American ports. A few months later he went to the steamer *Newport*, running to Havana, and thence to the steamship *Louisiana* to New Orleans. When the new steamship *Mississippi* started for the Pacific Coast, O'Hara came with her to Portland and remained on board for about four months. He subsequently entered the tugboat service at San Francisco and varied that work with occasional trips to Alaska on fishing schooners.



STEAMSHIP "UMATILLA"

[6] Capt. Frank Worth was born in New Jersey in 1843 and has followed the sea since boyhood, sailing on the Atlantic Coast until 1880, when he superintended the building of the steamship *Umatilla* at Chester, Pa., and on completion brought her to the Pacific Coast, where he remained in charge for three years. After leaving the *Umatilla* he was engaged on a number of coasting steamers, and in 1892 took command of the steamer *Alice Blanchard*, sailing to Alaska. The *Blanchard* carried as cargo the machinery, timbers and all the equipment for the large sternwheel steamer *P. B. Weare*, which John J. Holland constructed at St. Michaels for the North American Transportation & Trading Company. Captain Worth and crew remained there until the steamer was ready to run, and since his return has been engaged on a number of Sound steamers. He resides in Latona, near Seattle.

[7] William H. Nieman, engineer, was born in Pennsylvania in 1847 and began his marine career in 1874 on a steam collier belonging to the Reading Railroad Company. He came to the Pacific Coast as chief on the steamship *Umatilla* and occupied that position for five years, then went to the steamer *Zealandia* as first assistant for two years, and, after a few months as chief on the *Walla Walla*, accepted the same position on the steamship *Australia*, where he has since remained.

Umatilla was built at Chester, Pa., in 1881, and is three hundred and ten feet long, forty feet six inches beam, and thirty feet three inches hold. She ran in the coal trade in charge of Worth until 1884, when she met with an accident at Cape Flattery which retired her from service for a year (see wreck of *Umatilla*, 1884). Captains Holmes, Blackburn and Hunter[8] succeeded Worth in command, and after several years of service as a collier she was equipped as a passenger steamer and is plying between San Francisco and Puget Sound. The *Walla Walla*, the fourth steamer of the Oregon Improvement fleet, was built at Chester, Pa., in 1881, and registered 2,134 tons, with engines forty and seventy-four by fifty inches. She arrived at Portland, November 24th, seventy-one days from New York, with W. H. De Wolf,[9] captain, George C. Campbell, first officer, George L. Hobbs, second officer, Thomas Porter, chief engineer, George H. Crosby, first assistant, D. D. Wass, second assistant. De Wolf was succeeded in command by Captains Simmons, Hansen and Blackburn. The *Walla Walla* was engaged in transporting coal until 1888, when she was fitted with passenger accommodations. At present she is on the San Francisco and Puget Sound route.

Capt. Frank Worth

The *Barnard Castle* was a British tramp steamer, chartered by Dunsmuir for the Nanaimo coal trade, and was operated there until 1886 by Captains Young, Colvin, Smith and Urquhart. While in charge of the latter she was wrecked on Rosedale reef in 1886 (see wreck of *Barnard Castle*). The steamship *Yaquina* was built at Portland by E. Sorenson for Z. J. Hatch and D. S. Tuthill. She made her trial trip December 23d, in command of Capt. J. E. Denny. After a few voyages in the coasting trade, a lime cargo fired her while coming up the Columbia in May, 1882. She reached her destination, the Pacific dock, Portland, where a futile attempt was made to smother the fire in the hold, but several hours later the upper works were ablaze. She was cut loose from the wharf and towed to the east side of the river by the steamer *Lurline*, where she was scuttled. The hull and machinery were saved in a damaged condition, and she was afterward rebuilt and commenced running in August in charge of Capt. E. J. Moody and Engineer A. Bochau, but a month later was sold to the Pacific Coast Steamship Company, who operated her on southern routes out of San Francisco. The *Mary D. Hume* was built at Ellensburg, Or., for the Coquille trade, and contained the engines from the *Varuna*, wrecked in 1880. Capt. James Caughell was in command. She was ninety-eight feet long, twenty-three feet beam, and ten feet hold. The steamer *General Wright* was purchased in San Francisco by Colonel Gillespie for Government work at Yaquina Bay. Pennell, her first master, was drowned a few days after taking command, and Capt. S. R. Babbidge* succeeded him.

Capt. S. R. Babbidge

The old steamship *Orizaba*, a well known vessel twenty-five years before, was running between San Francisco and Puget Sound in charge of Captain Alexander, with Engineers Lampman, Wiggins and Green. An important change in steamship circles occurred in November, when the Pacific Coast Steamship Company sold to the Villard syndicate the steamships *Eureka*, *Idaho*, *Dakota*, *State of California*, *Alexander Duncan*, *Senator*, *Orizaba*, *Ancon*, *Los Angeles* and *Queen of the Pacific*. The *Eureka* was the

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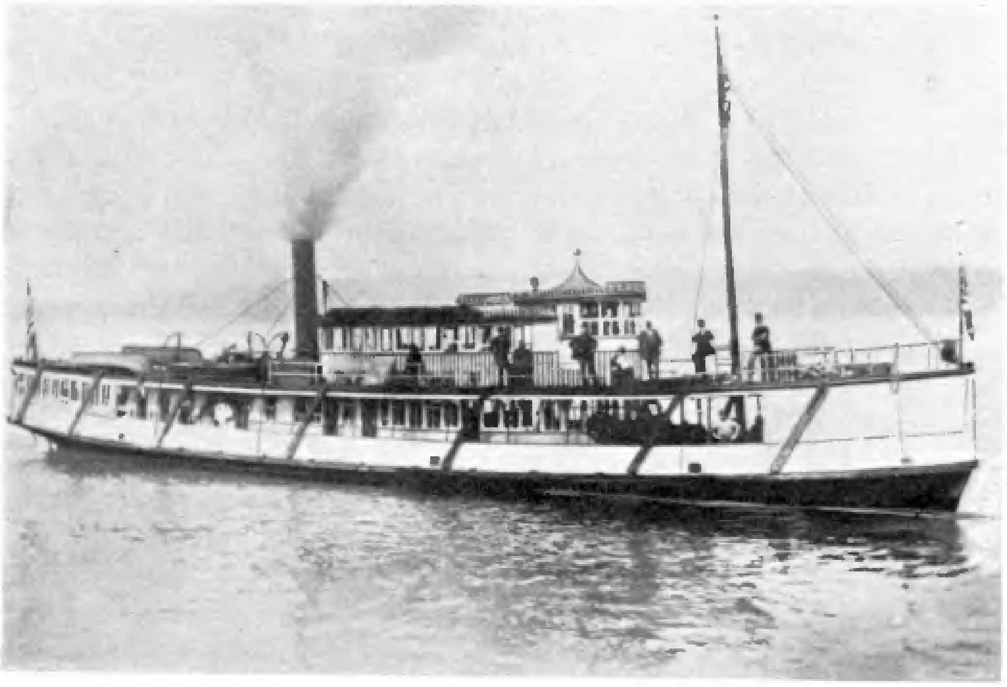
[8] Capt. J. C. Hunter was born in Sweden in 1843 and commenced going to sea when sixteen years old, his first experience being on the American ship *Simla*, from London to India. His first work on the Pacific Coast was on the steamship *Continental*, running between San Francisco and Portland. He was afterward third officer on the steamship *Constitution*, at the time she burned while *en route* from the Sound to San Francisco. Since that time he has been engaged on nearly all the steamers operated by the Pacific Coast Steamship Company on their northern routes, running between San Francisco and Puget Sound.

[9] Capt. W. H. De Wolf was born in Rhode Island in 1828 and arrived on the Pacific Coast in 1881 with the steamship *Walla Walla*, on which he served four years. He was afterward engaged in piloting on the Sound and retired from the water about 1892. He died at Seattle in 1894.

*Capt. S. R. Babbidge of Newport was born January 11, 1831. He commenced going to sea in 1844 on the Atlantic Coast, and since that time has not only been engaged in coasting both on the Atlantic and the Pacific, but in the European, South American, West Indian, Mexican, Australian and Alaskan trade. He sailed out of Rockland, Boston, New York, Philadelphia, Baltimore, Mobile and New Orleans, and at the early age of eighteen he was second mate on sailing vessels, which occupation, together with that of boatswain and carpenter, he filled for five years. He was mate ten years, master of the schooner *Cyclone* three years and of the bark *Cephas Stannett* ten years. He has also commanded the *A. B. Field*, *General Wright*, *Mountaineer*, *Harrison*, *Resolute*, *Wilmington* and *Mischief*.

Little California, which had been repaired in San Francisco at an expense of $25,000. She reappeared on the Alaska route under her new appellation in October in charge of Captain Carroll, who had operated the *Los Angeles* in the same trade while the *Eureka* was undergoing repairs. Other steamships plying to the Northwest in 1881 were the *Empire*, Captain McAllep; *Arcata* and *Hylton Castle* in the coal trade; *Dakota*, Captain Morse; *George W. Elder*, Captain Lachlan; *Idaho*, Captains Alexander and Huntington; and *Victoria*, Captain Hayward. The *St. Paul*, Captain Erskine, was running to Alaska. The tramp steamship *Quinta*, 874 tons, Captain Thompson, arrived at Victoria from Hongkong with 514 Chinese. The old *Grappler* was launched in February in better condition and with more power than when she left England twenty-seven years before to take part in the Crimean War.

The Oregon Railway & Navigation Company, which had secured practical control of transportation on the Columbia and Willamette rivers, now turned their attention to Puget Sound, and in May, 1881, purchased the Starr line of steamers, which included the *North Pacific, George E. Starr, Annie Stewart, Isabel, Alida* and *Otter*. They at once reinforced this fleet with the *Welcome*, which was sent from the Columbia in tow of the *Tacoma*. The business of this corporation did not suffer from the change of management, as during the month of May the earnings were as follows: River Division, gross $178,450, net $88,450; Ocean Division, gross $105,050, net $60,050; Railroad Division, gross $136,100, net $86,100. During the year ending June 30th the River Division handled 131,665 passengers and 422,082 tons of freight. No additions were made to their river fleet, but the *Harvest Queen* was brought down from the upper Columbia for service between The Dalles and the Cascades. She had a perilous trip in command of Capt. J. W. Troup, with Engineers De Huff and Pardun. The rudders were torn off, the eccentric and pillow blocks broken, and the wheel, bow and nosing damaged. She started through Tumwater, February 8th, and because of her injuries did not pass the big Dalles until February 18th.


STEAMER "FLEETWOOD"

Capt. U. B. Scott launched his first propeller, the *Fleetwood*, at Portland, April 23d, and entered into vigorous competition with the Oregon Railway & Navigation Company. The *Fleetwood* was built to run in connection with the *Gold Dust*, which was taken above the Cascades in March, and made her trial trip May 28th, covering the distance between Vancouver and Portland in forty-nine minutes, and making the entire run from the Cascades in three hours and sixteen minutes. The Oregon Railway & Navigation Company put the *Dixie Thompson* on the route to the Cascades and the *Hassalo* on the middle river, and carried passengers through to The Dalles from Portland for fifty cents. The war went merrily on for several weeks, the new line apparently having the best of the situation, but in August it was crippled by the sale of the *Gold Dust* to the big company. Captain Scott, thus left without a connecting boat, cast about for a new route for the *Fleetwood* and in September started her to Astoria, where he soon demonstrated to the Oregon Railway & Navigation Company that they had made a serious mistake in not permitting him to operate unmolested on the Cascade run. The fare to Astoria dropped from five to two dollars, and the speedy little propeller reduced the time between two and three hours, which enabled her to secure the best of the passenger traffic regardless of figures. In December the Columbia Transportation Company was incorporated by U. B. Scott, Henry Drake and C. A. Mann. The *Fleetwood* was so successful that the patronage soon overtaxed her capacity, and in 1883 the company, which had meanwhile been strengthened by the Seeley Brothers, E. W. Crichton and C. R. Donohue, built the *Telephone*, the fastest sternwheeler in the world. On the completion of the *Telephone* the *Fleetwood* retired until 1886, when she was taken to the Sound for Z. J. Hatch by Capt. George D. Messegee. Hatch operated her in a highly profitable manner between Seattle and Olympia for several years, but when Scott and his associates entered the field on the Sound they again took charge of the steamer and have since used her between Seattle and Tacoma. While on the Columbia the *Fleetwood* was in command of U. B. Scott and W. H. Whitcomb. Capt. J. H. Woolery succeeded Messegee on the Sound, and Z. J. Hatch, Herbert Parker, John Jordison,[10]

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[10] Capt. John Jordison of Seattle was born in England in 1863 and began going to sea as soon as he was old enough to get about the decks and rigging. After seeing the world as only a sailor lad can, he arrived in San Francisco in 1877 on the British ship *Athelbert*. Leaving the vessel there he went to Puget Sound and found employment on the lower Sound on small

Henry Carter,[11] and a number of others, have since handled her. Newton Scott and Joseph Hayes[12] were among her engineers on the Columbia, and Manly Danforth had charge of her machinery on the Sound for several years.

CAPT. JOHN JORDISON

The Vancouver route, which, owing to the large amount of business furnished by the United States garrison at that point had always been very much prized, was the scene of a vigorous steamboat war in 1881, when the steamer *Washington* appeared. She was built at Portland by the People's Transportation Company of Vancouver, the directors of which were Mat Brown, C. W. Slocum, W. H. King, G. W. Durgin, Henry Christ, M. O'Connell and J. R. Wintler, and commenced running in April in command of Capt. Charles Troup,[13] with Joseph Burgy, mate, and Scott Swetland, purser. The fare dropped to twenty-five cents for the round trip. The old company eventually obtained control of the business, and in 1882 the *Washington* was sent to the Sound, where she became one of the first boats of the Washington Steamboat Company. After the appearance of finer steamers she was retired from service and for the past few years has been laid up near Everett on the Snohomish River, where the accompanying illustration was made. Capt. Joseph Burgy was last in command on the Columbia, and Capt. Samuel Jackson operated her for many years on Puget Sound. The *Joseph Kellogg*, constructed by the pioneer whose name she bears, was launched at Portland in 1881. She was a handsome sternwheeler 127 feet long, with engines from the old steamer *Dayton*. Her house and upper works were of cedar and other light woods, giving her great buoyancy and good speed. She was put on the Cowlitz route, where she has since remained. Her owner and his sons Charles and Orrin commanded the steamer until 1890, when W. P. Whitcomb took charge. She has been snagged several times, but has always been raised without much difficulty and is still in good condition. Another fine sternwheeler, the *Manzanillo*, was constructed at Portland in 1881 by Capt. Charles Bureau, who

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schooners. He first began steamboating on the old *Nellie* in 1879 and the following year was on the *J. B. Libby*, subsequently making a coasting trip on the old bark *Emerald*. He left the *Emerald* in San Francisco and took a few trips down the California coast, going to the Sound again in 1881 on the bark *Whistler*, with which he remained for nearly a year, after which he went to work on the old steamer *Welcome*, commanded by Capt. Thomas Brennan. He ran on nearly all of the steamers of the Oregon Railway & Navigation Company and Union Pacific Railroad in the capacities of mate, pilot and master until about 1889, when he went on the steamer *Wildwood* with Capt. Thomas Grant, remaining until she burned. He next entered the employ of the Columbia River & Puget Sound Navigation Company, commanding at different times the *Fleetwood*, *Bailey Gatzert* and *Flyer*. He has been in charge of the latter steamer for over three years without losing a trip, and is making an excellent record as a navigator and thorough steamboatman.

CAPT. HENRY CARTER

[11] Capt. Henry Carter was born in New Brunswick in 1858 and moved to Pennsylvania when quite young. In 1876 he went to Puget Sound and worked for a few months on the steamer *Alida*. When the steamer *Annie Stewart* came round from the Columbia River he joined her as quartermaster and remained with her and other steamers of the Starr line until 1879, when he went to the Columbia and shipped on the *Willamette Chief* with Capt. A. B. Pillsbury. After being employed on the Willamette and Columbia for eighteen months, he joined the steamer *North Pacific* on the Sound, but a few months later went to the middle Columbia, where he served on the *Mountain Queen* and on the *Almota* on the Snake River. He afterward ran on the steamers *S. T. Church* and *Dixie Thompson*, and for a short time abandoned steamboating and engaged in log-driving on the Yakima River. His last work on the Willamette and Columbia was on the *Occident* and *R. R. Thompson*, leaving the latter in 1883 to go to the Sound, where he has since lived. He has been employed on all of the Oregon Railway & Navigation Company's steamers in that district, and was with the Pacific Navigation Company as pilot and master of their steamers *State of Washington* and *Fairhaven*, leaving that employ to take the position of pilot on the *Bailey Gatzert*. He has since remained in the service of the Columbia River & Puget Sound Transportation Company in command of the *Fleetwood* and as pilot on the *Flyer*.

[12] Joseph Hayes, engineer, was born in Indiana in 1855, came to the Columbia River in 1882, and commenced steamboating on the *Westport*. He was afterward engaged on the *Fleetwood*, was for a long time chief engineer on the first *Telephone*, and when the new *Telephone* was built held a similar position with her for several years, afterward serving in the same capacity on the *Ocean Wave*, *Undine*, *Lurline* and other boats belonging to Jacob Kamm.

[13] Capt. Charles Troup was born in Vancouver, Wash., in 1858, and, like the rest of the family, commenced steamboating at a very early age. He was first engaged as purser on the steamer *Orient*, running on the upper Willamette, going from there to the upper Columbia and Snake rivers, where he served on the steamers *Annie Faxon* and *Almota*. On returning to the lower river he was connected with a number of small steamers, always meeting with success in his calling. Failing health forced him to resign the command of the *Washington*, and he went to California, hoping the change would benefit him. His errand was fruitless, and he passed away a few months later.

operated her on the Clatskanine route, with Henry Pape,[14] engineer, until 1885, when she was purchased by the Shavers, Captains George M. and James W. Shaver[15] handling her until 1892, when she was sold to Waud and Jones. Her new owners ran her for a short time, and she was then dismantled, the engines and house subsequently being used on the new *Eugene*. The propeller *Argonaut*, built at Portland in 1881 by J. W. & V. Cook, made her trial trip March 14th, with Fred Congdon, captain, and Herbert Holman, engineer. Capt. John W. Brown[16] succeeded Holman in 1882 and had charge of the steamer for seven years. She was afterward in command of Willis C. Snow, and in 1890 was sold to the Oregon Railway & Navigation Company, after which Capt. Edward Sullivan handled her a short time. The *Argonaut* is seventy-six feet long, seventeen feet beam, and seven feet hold.

The propeller *General Garfield* was launched at Rainier in 1881 and was purchased by the Shoalwater Bay Transportation Company, of which L. A. Loomis was president, C. A. Reed, secretary, and I. W. Cole, treasurer. After running a while on Shoalwater Bay she came back to Astoria, where she was operated by Fred G. Lewis. In 1887 she was taken to Tillamook by H. B. Johnson, who used her in the towing and passenger trade for two years and then sold her to the Truckee Lumber Company, who allowed her to lie on the mud flats for several months and then turned her over to George Woodruff and S. F. Snyder. She subsequently passed into the hands of E. A. Snyder,[17] and is at present owned by Claude Thayer. The sternwheel steamer *Clara Parker* was constructed at Astoria by H. B. Parker, who operated her for nearly ten years in towing and jobbing, in command of Capt. E. P. Parker most of the time. The Lewis & Lake River Transportation Company, of which Isaac Thomas was the leading spirit, launched the steamer *Dewdrop* at Portland in 1881. She was a diminutive sternwheeler with a pair of misfit engines of light capacity, and was designed to run to the headwaters of the streams mentioned. Captain Thomas handled her for several years, most of the time in connection with the *Lucea Mason*, which was started on the run two years later. The first steamer built on Shoalwater Bay appeared in 1881. She was named the *South Bend*, in honor of the place where she was launched, and performed good service on the

Steamer "Washington" in Snohomish Slough bay for many years. Capt. John W. Brown was her first master, and he was succeeded by James Johnson, J. H. Whitcomb, A. M. Sproule,[18] Fred Whitcomb, and a number of others. Will A. Barrows[19] was for a long time engineer.

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[14] Henry Pape was born in Chicago in 1852. His first marine work on the Pacific Coast was on the *Manzanillo*, which he left to go to Lake Cœur d'Alene, where he placed the machinery in the first sternwheel boat on the lake, the *Cœur d'Alene*, and ran as engineer with her for five years. He also superintended the building and placing of the machinery in the first ice-breaking steamer in the Northwest, the Cœur d'Alene Lake steamer *Kootenai*, which was equipped for breaking twenty inches of solid ice. On leaving the lake Mr. Pape returned to Portland and entered the employ of the Willamette Iron Works, where for several years he was engaged in setting up steamboat machinery. While so employed he fitted out the Puget Sound steamers *State of Washington*, tug *Wanderer*, steamer *Victorian* and others. When the new steamer *Sarah Dixon* was completed Mr. Pape joined her as engineer and is still with her.

[15] Capt. James W. Shaver was born in Silverton, Or., in 1859. He began steamboating in 1880 on the *Hydra*, a small sternwheeler owned and run by Capt. Charles Bureau. The *Hydra* started from Portland for Salem, intending to carry wheat for the mills at the latter place. It took her nearly a week to reach Salem, Shaver narrowly escaping a watery grave in getting a line out at Lone Tree Rapids. The *Hydra* finally reached her destination, but the water was so low that she could not make expenses, so she returned to Portland and started on the Clatskanine route. Captain Shaver remained with her one trip, retiring until Bureau completed a safer boat, the *Manzanillo*. This steamer was one of the fastest and neatest of the small steamers on the Columbia, and with her Captain Shaver ran for many years. He started as purser, a year later became mate, and served in this latter capacity for five years. After Captain Bureau left the steamer, Shaver took command and two years later acquired a third interest in the steamer. His father and brother afterward purchased the balance, and with the *Manzanillo* the Shavers built up a splendid business. When trade became too extensive for this steamer, they built the *G. W. Shaver*, named after the captain's father. The *Shaver* is the largest steamer that ever went up so small and crooked a river. The business continued to increase, and in 1892 the fine steamer *Sarah Dixon* was added to the fleet. In 1894 the Shaver Transportation Company was organized, Capt. J. W. Shaver becoming secretary.

[16] Capt. John W. Brown was born in Philadelphia in 1855 and arrived in San Francisco in 1867. A few years later he went to the Columbia River, where his first steamboating was on the *Mary Bell* with Capt. James Fisher, and from her he went to the *Otter*, *Shoo Fly* and *St. Patrick*, the latter being the first steamer in his charge. He was afterward in command of the *Ben Holladay*, *Katata*, *Sam* and *Argonaut*, running as master of the latter steamer in the employ of Cook Brothers for seven years. He left her to take command of the new Government tug *George H. Mendell*, which he has since handled between Astoria and Fort Stevens.

[17] E. A. Snyder, engineer, Port Townsend, was born in Pennsylvania in 1862. He commenced steamboating on the Coquille River in 1880, but afterward went to the Columbia, and, with Capt. Erwin Farrer, took the *Gazelle* to Puget Sound. He was subsequently engaged four years on the steam schooner *Rosie Olsen* coasting, and was on the steamer *Garfield* at Tillamook. He afterward ran for a short time on the Coquille River. going to Puget Sound later and entering the revenue service on the *Scout*. He left the latter to take a position as engineer on the *Buckeye*.

CAPT. CHARLES TROUP

Other steamers completed in the Willamette district in 1881 were the small sternwheeler *Nellie* by A. Prescott, the propeller *Bertha* by Jacob Hansen, both at Salem, the *Favorite* at Chinook, the *Robert Lincoln* at Portland, and the steam ferries *Albina*, *Salem* and *Jeannette*. The *Nellie* was run by J. L. Smith. The *Henry Villard*, the finest steamer yet built so far inland, was launched at Steamboat Landing, Lake Pend d'Oreille, August 17, 1881. Capt. George Pease superintended her construction and took command on completion, with William L. Button,[20] engineer. Capt. E. A. Swift,[21] at present a well known Puget Sound steamboatman, was one of the crew. The *Villard* was one hundred and fifty feet long, twenty-seven feet beam, and six feet hold, with engines from the *Fanny Patton* seventeen by sixty inches, and was operated in connection with the construction department of the Northern Pacific Railroad. The *City of Salem* and *Salem* were purchased by William Reid, who operated them in connection with the Oregonian Railway. The tug *Mary Taylor* was dismantled, the machinery being used by Z. J. Hatch in the steamer *Yaquina*, and the hull was afterward sold to Capt. James Delgardno, who transformed it into a sealing schooner. A mammoth barge christened the *Ark* was launched at Portland in December by George Weidler. The steamer *Idaho* was piloted over the Cascades, July 11th, by Capt. J. W. Troup.

Steamboat competition on the Fraser River flourished with unabated vigor throughout the year 1881. Capt. William Moore was running the *Western Slope* between Yale and New Westminster, and the *Cassiar* was pitted against her. The *Royal City* was also in the fight. Commodore John Irving built the splendid sternwheeler *Elizabeth Irving*, the finest steamer on the river. She was one hundred and sixty-nine feet long and thirty-three feet beam, with immense power. Her keel was laid at Laurel Point in April, and she was launched in June, making her first run to Yale in September. On her second trip she caught fire at Hope while landing, and was cut loose from the dock in order to save the town. She floated down to Italian Bar, where she stranded and burned to the water's edge. The steamers *Western Slope* and *Cassiar* were coming up the river at the time and made an effort to save the hull by pumping it full of water, but were unable to accomplish their purpose. The *Irving* was in command of her owner, with Charles Jennings, engineer. She cost over $50,000 and was uninsured. The loss fell rather heavily on Irving, who, undismayed by a misfortune which would have crushed a man of ordinary mold, rallied his forces and began work on other steamers. The *Wilson G. Hunt* was sold to J. Spratt, who put her on the east coast route in place of the *Maude*. Other small steamers in British Columbia waters were the *Evangeline*, a missionary boat built at Bales' shipyard, Tacoma, for the Bishop of New Caledonia. The *Evangeline* was forty-six feet long, ten feet beam, and four and one-half feet hold, and made a number of extended cruises to the outposts of civilization. The *Ada* was running between Nanaimo and New Westminster, the *Iris* in the local trade out of Victoria, and a number of others were following the different routes.

CAPT. JOHN W. BROWN

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[18] Capt. A. M. Sproule, South Bend, was born in Maine in 1854 and commenced steamboating on Shoalwater Bay on the *Tom Morris* in 1884. He was afterward engaged on the steamers *South Bend* and *Edgar* and is in command of the latter steamer at the present time. Before going to Shoalwater Bay he served for a year as mate of the tug *Hunter* on Gray's Harbor. Prior to coming to the Coast, Captain Sproule had nearly fifteen years' experience in deep-water vessels, sailing out of Maine ports in the African trade as mate and master.

[19] Will A. Barrows, engineer, was born in Carson City, Nev., in 1867, and came to the Pacific Coast in 1880. He was first engaged on the tug *Columbia* at Astoria and has since been employed on the steamers *Novelty*, *Lillian*, *Union*, *Governor Newell*, *General Custer*, *Mountain Buck*, *Restless*, *Edgar*, *South Bend*, *Tom Morris* and *City of Astoria*. He is at present chief of the latter steamer, and has held an engineer's license for six years.

[20] William L. Button was born in Massachusetts in 1824 and in early life followed the profession of a locomotive engineer. His first steamboating was in 1869 on the Portland and Astoria route, where he ran on the *Okanogan* with Captain Snow, continued running on the *Columbia*, *Cascades*, *Emma Hayward*, *Rescue* and other boats, and then went to Lake Pend d'Oreille, where he placed the machinery in the *Henry Villard*, continuing with the steamer for two years. He next joined the *Katie Hallett* on Clark's Fork of the Columbia, and, when the Northern Pacific was completed and steamboats were rendered unnecessary in that section, he went to the transfer boat *Frederick Billings*, remaining with her until Ainsworth's bridge was completed, then retiring from the water. He is at present living at Portland.

[21] Capt. E. A. Swift, Seattle, Wash., son of Capt. J. H. Swift, a pioneer mariner of the Northwest, was born on Whidby Island. Young Swift commenced his marine career on the steamer *Henry Villard* on Lake Pend d'Oreille in 1881, went from there to the Fraser River, where he was engaged on a number of steamers, and afterward to Puget Sound, where he has for several years taken an active part in a number of steamboat ventures. He has commanded the steamer *Mabel* for the past three years.

The Sound fleet was reinforced by the *Welcome* and *Annie Stewart*, previously mentioned as coming from the Columbia, and the *Rip Van Winkle*, which was sold at Astoria in December by Capt. J. C. Harlow to Jensen & Smith of Seattle, who put her on the Hood's Canal route in February, 1882. The tug *Hornet* was launched at Port Blakely and the steamer *Jessie* at Seattle, the latter being sold the following year to Capt. J. G. Parker, who subsequently operated her in connection with the *Messenger*. The tug *Hope* was constructed in September by Gilmore & Lott of Seattle. She is eighty feet long, sixteen feet beam, and is still performing good service at Victoria, where she has been handled for many years by Captain Holmes in the service of the Sayward Mill. The propeller *Locust* was brought up from San Francisco and used in the harbor at Seattle. She was too small for much business, and the *Jeannie*, built at Port Townsend, was not much larger. The small sternwheeler *Lily* was set afloat at Seattle. She is seventy-three feet long, sixteen feet beam, and three feet hold, and is still in existence, with Daniel Benson last in command. The steamer *Biz* was constructed at Arcadia. She is a well built vessel, seventy-seven feet long, nineteen feet beam, and seven feet five inches hold, and is still in active service in charge of her owner, Capt. Edward Miller.[22] She has been used most of the time in the towing and jobbing trade, but in July, 1883, was chartered to Capt. H. F. Beecher, who had purchased the Port Townsend & Bellingham Bay route. She was handled in this trade by Capt. J. L. Oliver. The steamers *Seattle*, built at Seattle, and the *Shoo Fly* at Coupeville, were also added to the list. On Coos Bay the small propeller *Alert* and the schooners *James A. Garfield* and *John G. North* were completed in 1881. The steamer *Annie* was sold in December to go to the Umpqua. Other additions to the fleet of steam and sailing vessels were the small steamers *Al Ki* and *Sea Witch* at Seattle, the three-masted schooners *Maria E. Smith*, 365 tons, *Lottie Carson*, 286 tons, and *Annie Larson*, 376 tons, at Port Blakely, the barkentines *Mary Winkleman*, 532 tons, and *Retriever*, 548 tons, at Seabeck, *Kitsap*, 694 tons, at Port Ludlow, and the schooner *Frances Alice*, 125 tons, at St. Helens. The *J. C. Cousins* was purchased in San Francisco and put on the Columbia River bar as a State pilot-boat, entering the service in March in opposition to the Flavel monopoly.

CAPT. E. A. SWIFT

The first cargo of wheat to go foreign from Puget Sound was shipped from Tacoma, November 5, 1881, on the American ship *Dakota*, Capt. J. F. Gilkey. The Columbia River grain fleet was larger than in any previous year, and included 142 vessels, five of which loaded at Astoria. The smallest of the fleet was the British ship *Odulia*, 436 tons, the largest the British ship *Trafalgar*, 766 tons. Forty-three were over one thousand tons. The rapid growth of this branch of the marine business demanded additional pilot service on the bar, and accordingly branch licenses were issued to Captains J. E. Campbell[23] and Charles S. Gunderson.[24] The American bark *Wealthy Pendleton* arrived at Portland in November with the first direct importation of tea,—1,035 packages from

CAPT. J. E. CAMPBELL

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[22] Capt. Edward Miller, a native of Syracuse, N. Y., has been engaged in the marine business for forty-one years. His first experience on Puget Sound was in 1864, when he was engaged with the sloop *Wanderer*, which he operated in the trading business for fifteen years. He is at present master and owner of the tug *Biz*, which he has operated for twelve years.

[23] Capt. J. E. Campbell was born in Wisconsin in 1839, began sailing on the Lakes when a boy of fourteen, remaining there two seasons, then going to New York, where he sailed in the Black Star and Black Ball lines for sixteen years. He came to Astoria in November, 1876, but was afterward sailing on the coast until 1881, when he again returned to the Columbia and began piloting on the bar, continuing in this work until 1889, when the Union Pacific took charge of the mouth of the river. While in the pilot service Captain Campbell was always an earnest worker for the recognition of the men employed in his dangerous calling, and his protests at Salem against unjust measures ignorantly framed to injure the pilots was so effective that in 1892 he was elected to the State Legislature. While there he succeeded in having passed what is known as the Campbell pilot law, a measure that, while it is not all that was desired, was more than was expected, and for which Captain Campbell will always be entitled to grateful remembrance. Soon after the adjournment of the Legislature he was appointed to the position of inspector at the Astoria custom-house.

[24] Capt. Charles S. Gunderson was born in Bergen, Norway, in 1854. His father was a pilot on the coast of Norway. This enabled young Gunderson to become familiar with the sea and various kinds of water craft. In 1869 he shipped before the mast, and, after sailing around the world, landed in the United States in 1872. Four years later he came to this Coast and began tugboating at the mouth of the Columbia, remaining there until 1878, when he went to Chicago and took command of a large lake steamer. The attractions of salt water were too great, however, and after a few months on the lake he returned to Astoria and joined the tug *C. J. Brenham* as mate, remaining there until 1881, when he was granted a bar pilot's license. He continued in this work until 1889, when the Union Pacific monopolized the pilotage business at the mouth of the river. Captain Gunderson then

Yokohama. The ship *Carondelet,* in after years a well known lumber drogher, made a remarkable run in 1881. In command of Capt. W. F. Stetson[25] she sailed from Yokohama, October 8th, and twenty-two days later dropped anchor in San Francisco harbor.

Disaster followed disaster with terrible frequency in 1881, and a great number of lives and much valuable property were sacrificed. The fleet bound for the Columbia River met with a greater number of accidents than in any other single year. The first of the unfortunate vessels was the British bark *Lupatia,* from Hiogo for the Columbia in ballast. She was beating up the coast on the night of January 3d in a dense fog. The lighthouse on Tillamook Rock was in course of construction, and about 8:00 P. M. Captain Wheeler, who was in charge of the work, was startled by the sound of voices outside. The weather was thick, with a strong southwest gale, but they at once sighted the red light of a ship inshore, and heard a terror-stricken voice give the order, "Hard aport." Captain Wheeler immediately ordered lanterns placed in the uncompleted tower, and as quickly as possible a large bonfire was lighted. The glare lit up the scene so that Wheeler and his men could plainly see the vessel struggling to escape, less than six hundred feet away. Her yards were aback, and she seemed to be working out of the dangerous place, but soon afterward the red light disappeared, and no further cries were heard from those on board. The watchers were hopeful that she had succeeded in working out of her perilous position, but when morning dawned a shattered topmast and other portions of the rigging were discovered above the surface of the water near the rocks alongshore. Not a soul was left to tell the tale, but the next day the bodies of twelve men were washed up on the beach. Whining about them was a half-grown shepherd dog, which had been more fortunate than his human companions. The *Lupatia* was in command of the mate, B. H. Raven, her master, Irvine, having died at sea on the way out from Antwerp. She carried a crew of sixteen men, and most of the bodies were recovered, although the difficulty of communication with the coast at that point necessitated their burial on the spot. The American bark *Rival,* Capt. Thomas B. Adams, stranded on Peacock Spit, September 13th. She was *en route* from San Francisco to Knappton with a small cargo of hay and shingles. Pilot Hansen was sailing her in over the bar, when the wind suddenly shifted to the east. The tug *Astoria* was hailed, but the heavy sea parted the hauling line attached to her hawser, so that the bark was unable to secure it. The starboard anchor was then let go, but the chain parted; the second anchor held, and she brought up with three fathoms under the stern. At 1:30 P. M. she grounded and continued pounding heavily until 2:30, when she slipped her anchor chain and drifted ashore between Cape Disappointment and McKenzie's Head. Captain Adams and wife and the crew took to the boats and landed in safety. The *Rival* was an old-timer on northern routes and at the date of her loss was valued at about $8,000.

CAPT. CHARLES S. GUNDERSON

CAPT. W. F. STETSON

The British ship *Fern Glen,* the first of a quartet of grain vessels which perished within a month, was wrecked on Clatsop Spit, October 16th. She was a comparatively small vessel of 818 tons, in command of Capt. F. Budd, with a crew of twenty men, bound from Wellington, New Zealand, for the Columbia River. The disaster was caused by the captain's ignorance of the presence of Tillamook light and of the corresponding change made in the color of the Point Adams light. She went ashore at 4:00 A. M. in good weather, and all hands remained with her through the day discharging ballast and

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retired from the water and engaged in the real estate business at Astoria for a short time, but afterward, in company with Thomas Russell and C. Sorensen, purchased the steamer *Electric,* which was placed on the Clatsop route, Gunderson taking command and running her until a short time ago, when they sold her to Capt. Wilbur Babbidge. Captain Gunderson was elected recorder of Clatsop County in 1894.

[25] Capt. W. F. Stetson was born in Maine in 1850, made his first sea voyage in 1866 on the ship *J. H. Stetson,* owned by his brother, and remained with her in the cotton trade until 1873. In 1881 he made a record-breaking run from Yokohama to San Francisco with the American ship *Carondelet.* He sailed from the Oriental port at midnight October 8th, with his ship thirty inches by the head, and arrived in San Francisco, October 30th, twenty-two days from anchor to anchor without steam or pilot. He was master of the *Carondelet* for many years, and afterward brought to Puget Sound the first cargo of merchandise ever received on the inland sea direct from a foreign port. Captain Stetson has made ten voyages round the world, the last two of which were in ten months and nine months and twenty-eight days respectively. He has made the record passage of thirty-two days from Port Gamble to Australia, and had remarkable success with all of his voyages until late in 1894, when the bark *Bonanza,* with a cargo of lumber from Port Gamble, was wrecked at Delagoa Bay, South Africa.

expecting to get her over the spit. Their efforts were fruitless, and when a heavy southeast gale drove her farther up on the beach the distress signal was hoisted. The *General Canby* went to the rescue but was unable to render assistance. At 9:00 A. M. on the eighteenth she began to heel over and at 9:30 the ballast shifted. She soon began to part amidships, and at noon the crew succeeded in launching a boat in a damaged condition, which, however, enabled them to reach the tug *Columbia*, and they were conveyed to Astoria. The British bark *Lammerlaw*, 746 tons, Captain Pringle, from Newcastle for Portland with a cargo of coal, went ashore at Leadbetter Point, October 31st, and became a total loss. The master mistook Shoalwater Bay for the mouth of the Columbia and was hard aground before he realized his error. The crew were taken off by Capt. Al Stream and a life-saving crew from the bay, and the vessel went to pieces soon after their departure. Captain Pringle of the *Lammerlaw* and Captain Budd of the *Fern Glen* were both censured by the board of inquiry for the loss of their vessels. The *Lammerlaw* was an iron vessel, three years old, valued at $70,000. The British bark *G. Broughton*, 803 tons, Captain Payne, from Brisbane for the Columbia River, was one day behind the *Lammerlaw*, and her captain made the same mistake. He anchored on the night of October 31st so close in to Leadbetter Point that early the next morning the rising sea parted the chain, and she was unable to get off shore. When she touched the sands the mizzenmast was cut away but failed to ease her. She remained in an upright position for three or four days, until a heavy southeaster came up and battered her to pieces. The *Broughton* was owned by Peter Iredale and valued at $40,000. She carried a crew of sixteen men, all of whom reached shore.

The British bark *Edith Lorne*, 803 tons, Capt. William Watt, wheat-laden for Queenstown, was wrecked November 17th while attempting to sail out over the middle sands at the mouth of the Columbia River. The wind died away, and the heavy seas caught her in their trough, so that she struck heavily. The tide kept her moving, with the waves breaking clear over her. Three hours after she struck the sternpost gave way, and she began to leak badly. Capt. Al Harris arrived from Fort Canby with a life-saving crew and rescued all on board. The vessel broke up shortly afterward. The *Edith Lorne* was drawing but eighteen feet of water, while the British ship *Napier*, which passed out ahead of her, was drawing twenty-one feet six inches. The *Lorne* was valued at $60,000, cargo at $44,000. The Chilean bark *Twenty-first of May*, 830 tons, Captain Lund, from Valparaiso for Port Ludlow, was wrecked on Bentic Island, opposite Race Rocks, December 10th. She was beating up the Straits when a squall struck her, and in tacking she missed stays and became unmanageable. Anchors were let go but failed to hold, and she drifted stern first on the rocks, the rudder being carried away as soon as she struck. The vessel was formerly called the *Camelia*, and owed her change of name to the victory of the Chileans over the Peruvians, May 21st. The wreck was sold to James Miller for $600. The schooner *Kate L. Heron*, Capt. Charles Yarneberg, from Tillamook to Portland, was wrecked on Tillamook bar, April 27th, while sailing out with a cargo of wool. The crew were saved, but the vessel became a total loss. She was valued at $2,500 and insured for $1,000. The sloop *Pilot's Bride*, Capt. C. H. Lewis, from Nestucca for Portland, stranded on Nestucca bar, August 1st, and became a total loss. The American ship *Olympus*, one of the finest vessels ever built in the Northwest, burned at sea in latitude 47° 19', longitude 132° 25', September 14th, while *en route* from San Francisco for Seabeck in command of Capt. W. F. Edwards, with a crew of twenty-one, and three passengers, all of whom were rescued by the ship *War Hawk*, Captain Hinds. The *Olympus* was valued at $70,000 and insured for $40,000. She carried a $12,000 cargo, which was also fully covered by insurance.

The *Clatsop Chief*, a small sternwheeler, with a scow in tow, was cut in two by the steamship *Oregon* near Willow bar on the Columbia, February 28th, and Henry Aminous, captain of the scow, Andrew Ray, fireman, and John Souney, deckhand on the steamer, were drowned. The *Chief* was in charge of Capt. W. E. Mitchell[26] and Engineer W. S. Holmes,[27] the latter having a miraculous escape. There were no side doors from the engine-room, and the steamer sank immediately, so that he was obliged to feel his way along the steam pipe under water until he reached the gangway. The steamer was afterward raised and lengthened. The schooner *Emily Stevens*, from Eureka with lumber for Portland, drifted on Clatsop Spit, February 8th, and was abandoned by the crew, who were rescued by the tug *Columbia*, Capt. Eric Johnson. The schooner afterward went out over the middle sands and was picked up comparatively uninjured and towed to Astoria by the *Columbia*. The tug was awarded $950 salvage, Capt. Eric Johnson, master, $250, Pilot Hewett, who was aboard, $205, the engineer $170, firemen $80 each, three deckhands and a cook $75 each. The American bark *Jennie Pitts*, Captain Tervert, from Port Townsend for the Hawaiian Islands, stranded at Mahukona during a heavy gale and became a total loss. The United States surveying steamer *Rodgers* was burned in St. Lawrence Bay, Siberia, and the crew were subsequently rescued by the whaler *North Star*, Captain Owen, transferred to the revenue cutter *Corwin* and taken to Sitka. Among other well known coasters of early days which met their fate in 1881 was the bark

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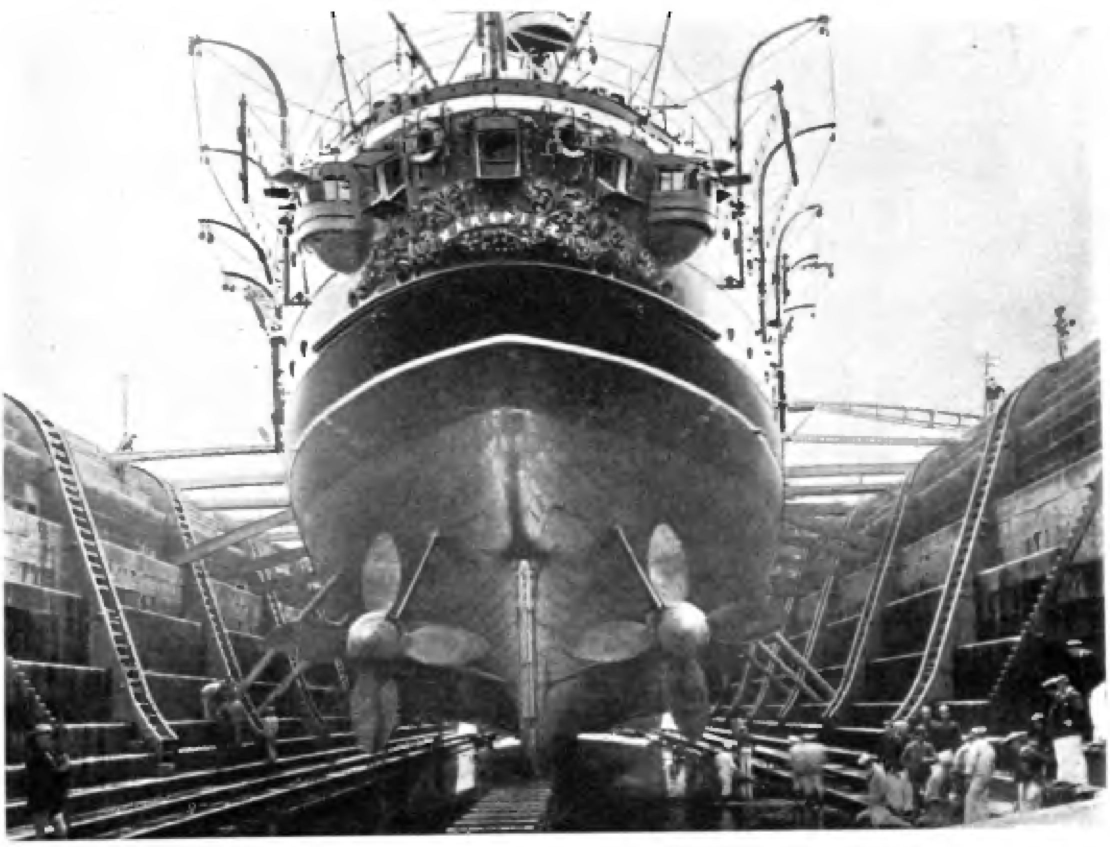
[26] Capt. W. E. Mitchell was born in Oregon in 1856, began steamboating on the *Clatsop Chief* in 1876, and has been connected with towboats owned by Capt. F. B. Jones most of the time since. At present he is on the steamer *Vulcan*.

[27] W. S. Holmes, engineer, was born in Illinois in 1854, began steamboating at Portland in 1876 on the steam scow *Willamette Squaw*, and from this craft went to the *Hydra* in 1880. He was engineer on the latter vessel when she sank in the Clatskanine River with a cargo of telegraph poles, of which the crew made a raft and floated ashore, afterward rigging a windlass, with which they raised the steamer, making a temporary patch with sacks of mud. The telegraph poles were then reloaded and taken to Portland, where a few repairs were made to the house, and the steamer proceeded to the Cascades. She was rather light power for the swift current there and was obliged to make the last half mile of her trip with the aid of two yoke of cattle hitched to the bow, canal-boat fashion. Mr. Holmes was engineer on the *Clatsop Chief* when she was cut in two by the steamer *Oregon* in 1881. The fireman and three others were drowned. Holmes escaped by following the steam pipes from the engine-room to the gangway, and thence feeling his way along the timbers until he reached the door and came to the surface.

Glimpse, which foundered off the coast of Australia while *en route* from Puget Sound to Melbourne. The captain, his son, the second mate and cook lost their lives. The bark *Antioch* went ashore November 10th at Manzanillo, the *J. B. Bell* was wrecked there October 28th, and the schooner *Good Templar*, built at Steilacoom in 1865, was lost at the same place on the same date.

Capt. David Hornsby, formerly of the *Idaho* and other steamships running north, met with a tragic death in 1881. He left San Francisco in command of the schooner *Eustace*, carrying explosives, and soon after passing out of the Golden Gate was killed by the crazy Chinese cook. The murderer was at once locked up, but he managed to set fire to the schooner, and the crew hastily took to the boats to get as far away as possible before the inevitable explosion should take place. The vessel was blown to atoms a few moments afterward. The schooner *St. George*, from Kodiak for English Bay, Alaska, was lost off St. Paul harbor, April 27th, the schooner *W. F. March* became a total wreck in Golouin Bay, August 15th, and the whaling bark *Daniel Webster* at Point Barrow, July 3d. The American ship *Alice Buck*, from New York for Portland, Or., was wrecked at Spanish Town, Jamaica, September 27th, ten of the crew perishing. The ship *Geraldine Paget*, from Hongkong for the Columbia River, stranded on Pratos Shoals. The crew escaped, but nothing was saved from the vessel. The old clipper *Forward Ho*, while *en route* to the Columbia River from Hiogo, was lost on the coast of Japan in November.

Among the deaths in the profession in 1881 was that of Capt. F. S. Redfield, who came to the Coast in 1852 and for many years sailed the schooners *Oliva*, *Palestine*, *General Harney* and *E. J. McKinnon*, and who commanded the old *Susan Abigal* when Waddell, the pirate, ended her days. Capt. J. A. Pennell and seamen McGinnis and Wannermark, of the Government tug *General Wright*, were drowned at Yaquina, April 7th, while sounding a channel with the small boat. Capt. Thomas J. Stump fell dead in the pilot-house of the steamer *Spokane* five miles above Pine Tree Rapids, August 13th. W. C. Talbot, of the firm of Pope & Talbot, died on board the steamer at Astoria, August 6th, while *en route* to San Francisco from Puget Sound. He was a native of East Machias, Me., aged sixty-six years. Richard Wright, well known in Puget Sound and British Columbia marine circles as "Otter Dick," died at Seattle, July 18th, aged sixty years; S. S. Foster, purser on the *Multnomah* in 1854 and afterward in charge of the Pacific Mail dock at St. Helens, at Tahiti in February, aged seventy years; Capt. L. B. Hastings, a pioneer of Portland and Port Townsend, at the latter place June 11th; Capt. Andrew Rogers of Victoria, for many years one of the regular pilots in the Victoria district, at San Francisco, October 14th, aged fifty years; Capt. Alexander Cortez, for a long time master of the steamer *Emily Harris*, at Nanaimo, October 10th; Capt. John T. Connick, a pioneer Sound tugboatman, at Steilacoom, December 6th; Capt. Joseph Gale, who came to Oregon in 1834 and in 1840 superintended the building of the *Star of Oregon*, which he sailed to Yerba Buena (San Francisco) from the Columbia River, at Eagle Creek, Or., December 16th, aged eighty years; Captain Waddell, who commanded the privateer *Shenandoah*, at San Francisco, October 2d.


H. B. M. Ship "Warspite" in Graving Dock at Esquimalt, B. C.

Eighteen hundred and eighty-two was an important year in the annals of Columbia steamboating, as the opening of the Oregon Railway & Navigation Company's rail line between Portland and The Dalles ended perhaps forever the business of one of the most profitable steamboat routes in the world. The immense immigration which for years had been thronging to the vast grain-fields of the interior at this time had developed vast tracts of rich land, which were producing so heavily that river transportation facilities were taxed to their utmost. The closing days of steamboat supremacy between Portland and The Dalles will not soon be forgotten by those interested in the operation of the big fleet engaged in the traffic. Wheat shipments in January, 1882, averaged nearly fifteen hundred tons per day. This was handled by the barges *Governor Grover*, *Wyatchie*, *Columbia*, *Autocrat*, *Columbia's Chief*, steamers *Traveler*, *Salem*, *Champion*, *Idaho*, *Alice* and *Willamette Chief*, beside the regular mail boats *Wide West* and *S. G. Reed* below the Cascades and *R. R. Thompson*, *Mountain Queen* and *Harvest Queen* on the middle river. The business was not confined to down shipments of wheat, for the mail steamers making a round trip each day were loaded to the guards. The mammoth *Wide West*, which her builders had deemed capacious enough for any trade that might develop, left Portland with every available inch of space utilized, and on reaching the Cascades an extra crew in waiting discharged the big cargo, filled her with wheat, and in charge of another crew, which alternated between the *West* and the *Reed*, she was hurried back to Portland. Neither steamer was permitted to cool down except to wash the boilers, when an extra steamer was substituted.

Meanwhile the iron horse was steadily rolling toward the last tie which would unite the upper country with tide water. When the surplus grain had been removed, the glorious days of steamboating on the middle river ended forever, and the best steamers were got in readiness for the plunge to the lower river. The first to go was the *R. R. Thompson*, which shot the rapids June 3d in record-breaking time in charge of Capt. John McNulty, William Johnson, first officer, William Doran, engineer, and George Fuller, assistant. She left The Dalles at 6:10 A. M., passed Klickitat Landing, ten miles below, in twenty-four minutes, White Salmon, about twenty-three miles, in fifty-one minutes, Hood River, twenty-five miles, in fifty-eight minutes, and reached the Cascades, forty-six miles, in two hours and one minute. She remained there a short time and then swung into the stream and entered the swirling and eddying waters under full stroke, making the run to Bonneville in six minutes and forty seconds, passing through the heart of the rapids at the rate of a mile a minute. The trip to Portland was accomplished in two hours and fifty minutes, and she steamed past Ash Street dock at 12:17 P. M. Her actual running time was five hours. The steamer *Mountain Queen*, in charge of Capt. J. W. Troup and Engineer De Huff, followed the *Thompson* to the lower river July 6th, making the run in eleven minutes from the upper to the lower Cascades. The train on the Portage Railroad started at the same time, intending to beat the steamer, but was at least three hundred yards in the rear when they reached the lower Cascades. The barge *Atlas* was brought down the same day by Capt. Fred Wilson, who rigged her with a huge square sail, and she drifted down stern first, reaching the lower Cascades thirty-five minutes after leaving the wharf boat. The *Atlas* stood the trip well and was immediately towed to Portland and went into service alongside a ship the same day. The propeller *Elvina*, which had been leased to the Oregon Railway & Navigation Company as a tender for their construction works, came over the Cascades, June 7th, in charge of Capt. Donald McKenzie, W. E. Campbell, first officer, and Donald Urquhart, engineer. She was roughly shaken up in the big eddy and narrowly escaped a collision with Umatilla Rock. Her steering gear gave way before she reached Bradford's Island, but she made the perilous journey to the lower river in safety.

The Oregon Railway & Navigation Company were having considerable trouble on the Astoria route with Captain Scott's steamer *Fleetwood*. The *Hayward* and *Bonita* were kept at the heels of the little propeller continually, leaving the freight business to be handled by the *Willamette Chief* and *Dixie Thompson*. Capt. Richard Hoyt was master of the *Hayward* until March, at which time he was appointed steamship pilot, and Clark W. Sprague[28] took the steamer and ran her until October, when she was sent to the Sound. In February the Columbia River business of the Pacific Coast Steamship Company was transferred to the Oregon Railway & Navigation Company. The magnitude of this traffic is best illustrated by the passenger records, which show that between March 1 and May 15, 1882, 2,420 cabin and 10,429 steerage passengers were carried to Portland from San Francisco. While portions of the Oregon Railway & Navigation road had been in operation for a long time, the first through train did not leave Portland until November 20th. It was in charge of Conductor Ed Lyons, at present superintendent of the North Pacific Terminal Company. The *R. R. Thompson* was used as a transfer boat between Ash Street dock and the east side of the river. Capt. George J. Ainsworth retired from the superintendency of the company October 1st. As a token of the estimation in which he was held, the steamboat employees of the company presented him with a six hundred dollar silver service.

The Portland grain shippers had for a long time been dissatisfied with the tug and pilot service at the mouth of the river, and, with a view to breaking up the monopoly enjoyed by Flavel, the Portland Tug Company was organized in May with the following directors: H. W. Corbett, president; W. S. Sibson, secretary; W. S. Ladd, W. J. Burns, D. P. Thompson, Donald Macleay and Henry Hewett. They purchased the tug *Pioneer*, built in Philadelphia in 1878. She was brought out by Captain Marsden and Engineer John S. Kidd[29] and placed on the bar in command of Capt. William Bochau, Kidd remaining with her as chief engineer. The *Pioneer* was a well built iron tug one hundred and seven feet long, twenty-one feet beam, and thirteen feet hold, with engines eighteen and thirty-one by twenty-eight inches. Bochau was succeeded by Capt. J. E. Denny and Capt. George Pease, and in 1884 Capt. Dan McVicar took charge and remained with her until 1887, when she was sold to the Port Discovery Mill Company for $25,000, less than half her original cost. The experiment was costly for the Portlanders, and if any benefit resulted it was reaped by the British shipowners. The steamship *Walla Walla*, under the direction of John Gates, was used in sluicing out a twenty-four-foot channel on St. Helens bar in August. The big propeller moved forty thousand cubic yards of sand in five days, and the work was highly successful. A fine wooden steamer built for service on the bar and for the coasting trade was launched at Astoria, June 15th, by the Ilwaco Navigation Company and christened the *General Miles*. Capt. W. P. Whitcomb was put in charge, with Charles Smith, engineer, both remaining with her until

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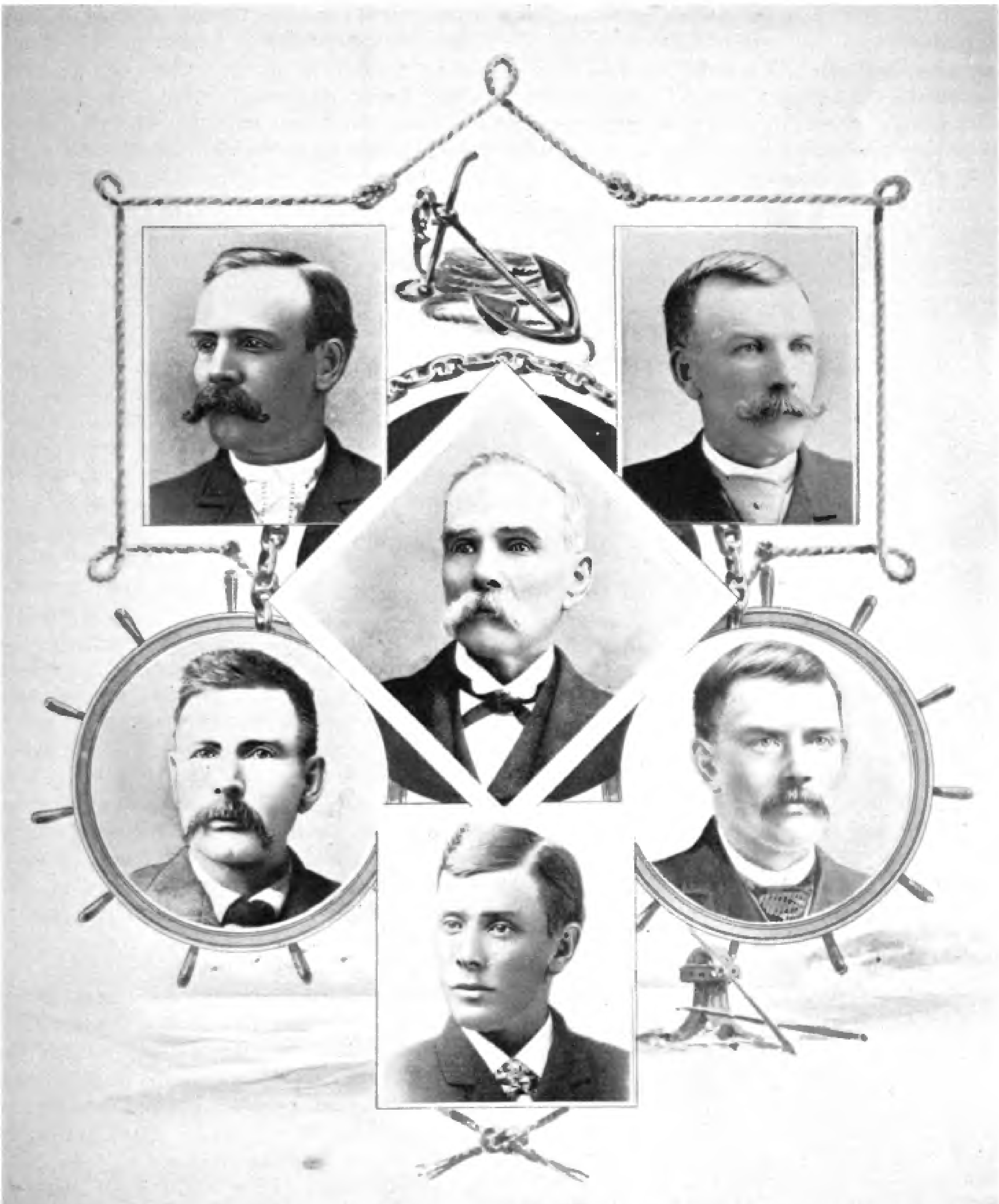
[28] Capt. Clark W. Sprague is a son of the late Gen. J. W. Sprague, for many years a very prominent figure in transportation circles in the Northwest. The young man's first steamboat experience was on the Columbia River, where he served in different capacities for a few years and was finally given command of the Oregon Railway & Navigation Company's steamers on the Astoria route. He was master of the *Welcome*, *Emma Hayward*, *Wide West*, *R. R. Thompson* and *Willamette Chief*, but was best known on the Columbia through his work on the *R. R. Thompson*, which he handled for a number of years. He retired from the Columbia about 1885 and went to Puget Sound, where he was interested in the new tug *Mogul*, which he commanded for several years, and on disposing of his interests there engaged in business in Tacoma for a short time, returning to the water a few years ago as master of tugboats owned by the Puget Sound Tugboat Company. He is at present in charge of the *Sea Lion*.

[29] John S. Kidd is a native of New York and first engaged in the steamboat business on the Hudson River, between Albany and New York, on the steamer *Connecticut*. After coming to the Coast with the *Umatilla*, he left her in 1882 to join the steamer *Dora* at San Francisco, and was next on the *City of Chester*, between San Francisco and Portland. He went East in 1882 and came out with the new tug *Pioneer*, on which he served as chief engineer until 1884, when he again went East and returned with Captain Ackley on the new steamer *Olympian*. During the next three years he was engaged on the *Walla Walla* and *Ancon*, and joined the steamer *Alliance* in 1887, remaining with her for five years. Since that time he has been employed on the dredge *W. S. Ladd* and the tug *Wallowa*.



Capt. Wes P. Whitcomb
Capt. James P. Whitcomb

Capt. James H. Whitcomb
Capt. Fred J. Whitcomb

Capt. William H. Whitcomb
Capt. George A. Whitcomb

A NOTABLE FAMILY OF STEAMBOAT CAPTAINS

The above engraving of Capt. James H. Whitcomb and his five sons portrays the largest family of steamboatmen in the Northwest. Until December, 1892, when the group was broken by the death of Capt. Fred J. Whitcomb, the entire family were in active service in charge of steamers on Gray's Harbor, Shoalwater Bay and the Columbia River. Further mention of the members individually is made elsewhere in this work.

1889, when she was sold to the Portland & Coast Steamship Company, who lengthened her, renamed her the *Willapa*, and in command of Capt. L. A. Bailey and John Peterson operated her in the Gray's Harbor trade, with occasional trips to Coos Bay and other coast ports. In 1894 she was leased by the Hastings Steamboat Company and handled by Capt. A. W. Horn, with Herbert Adams and Daniel Fairfield, engineers. In 1895 she was purchased by Capt. George Roberts and Engineer Kent of the *City of Kingston*, and extensively overhauled and refitted. They are now operating her on the Alaska route. As originally built the *Miles* was one hundred feet long, twenty-two feet beam, and ten feet hold, with engines sixteen and thirty-two by thirty-two inches. As the *Willapa* she is one hundred and thirty six feet long, twenty feet beam, and ten feet hold. The tugboat fleet was increased by the *Escort No. 2*, a Coos Bay production, which is still in service. She is ninety-two feet long, twenty-four feet beam, and thirteen feet hold, with engines twenty and thirty-eight by thirty inches. She was engaged in San Francisco for a few years after she was built, and, when the Oregon Railway & Navigation Company commenced tugboating on the Columbia River, went into their service in command of Capt. Daniel Graham, with Engineer Kelly, until 1891, when Eric Johnson was put in charge. Capt. George Pease, who had constructed the steamer *Henry Villard* for the Northern Pacific Railroad Company the preceding year, superintended, in 1882, the building of the *Katie Hallett*, a fine sternwheeler one hundred and thirty-five feet long, twenty-six feet beam, with engines from the *McMinnville*, fourteen by forty-eight inches. She was operated on Clark's Fork of the Columbia in construction work for the Northern Pacific Railroad.

The *Cascades of the Columbia*, a splendid sternwheeler, was launched at Portland for the United States Engineers, and on completion was put in charge of Capt. John C. Gore and Engineer Charles E. Gore. She was used but little until 1888, when Major Handbury operated her in towing barges from Fisher's Landing to Fort Stevens, transporting rock for the jetty. She was admirably adapted for this service, being fast and powerful, and is still engaged in the work. During the past six years she has been in charge of Capt. W. H. Whitcomb, Pilot Andrew Johnson, and Chief Engineer Enoch Davis. The *Isabel*, a small sternwheeler, was launched at Salem in 1882 by A. Prescott, who built the *Nellie* the preceding year. She was commanded by Capt. J. L. Smith[30] until 1887, when Captains John Bonser, John W. Exon, and Nat H. Lane, Jr., ran her. She passed into the hands of the Farmers' Transportation Company in 1889 and was operated by Capt. Isaac Thomas on the Lewis River route. When Thomas sold out to the Hosfords they leased the steamer to Capt. S. R. Smith, and while in his charge she sank at Sellwood and was dismantled. The hull subsequently served for a short time as a wharf boat at Vancouver. The Shoalwater Bay Transportation Company launched the steamer *Montesano* at Astoria in 1882. She was a small sternwheeler intended for the Chehalis River trade, where she was handled by Capt. George Whitcomb. In 1886 she was sold to Dan Welch of Astoria, and was in charge of Capt. John W. Welch until 1889, when she again returned to Gray's Harbor. The steam scow *Enterprise*, built at Astoria by C. W. Shivley, ran as a freighter for a number of years and was afterward reconstructed and used as a floating shingle mill. Ham, Taylor & Co. constructed the sidewheel towboat *Rustler* at Portland in 1882, fitting her with the *Ben Holladay's* machinery. She continued in service for about ten years, in command of John E. Nelson,[31] C. H. Fuller, Thomas Campbell and Malcolm McFarland. She burned in 1892 at Goble, Or., and Engineer Nelson, who had been with her many years, lost his life.

UNITED STATES STEAMER "CASCADES"

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[30] Capt. J. L. Smith has been a prominent figure in upper Willamette steamboat circles for over twenty years, beginning at a period when vessels on that stream were small and few. He handled the steamers *Nellie* and *Isabel* and a number of other small craft until 1886, when he entered the employ of the Oregon Railway & Navigation Company, where he has remained since that time, with the exception of brief periods when he has been in the service of the Oregon Pacific Company. For the past three or four years he has been master on their steamer *Modoc*.

[31] Capt. John E. Nelson was born in Ohio, began steamboating with his father on the *Henrietta* on the Willamette in 1875, and has since been continuously engaged, most of the time as master of a towboat, although he spent several months on the upper Columbia as pilot on a passenger steamer. He was last connected with the steamer *Enterprise*, running on the Willamette and Columbia rivers.

Other small steamers which appeared in 1882 were the propellers *John West* and *Lillian*, launched at Rainier. The former is still running in the service of her original owner, Dean Blanchard. The *Lillian*, built for Capt. Thomas Orcutt, was afterward sold to the Knappton Mills, for whom she was handled by Capt. Frank Grounds[32] until 1888, when she went to Alaska. At Portland the steamer *Ona* was constructed for Capt. Charles Yarneberg, the *Chippewa* for F. Perkins, the *Sakana* for F. M. Warren, and the *Benton* for Capt. S. A. Logan of Yaquina. The completion of the railroad by the Oregon Railway & Navigation Company naturally left several surplus steamboats on the Columbia and Willamette rivers without employment. The development of the Puget Sound country was proceeding with giant strides and offered a fine field for several of the idle steamers. The first of the fleet to make the salt-water trip was the *Idaho*, which went around in February. She was followed in June by the steamer *City of Quincy*. The *Washington*, intended for the Vancouver route, made the run in September, and the *Emma Hayward*, J. E. Denny, captain, D. Pardun, engineer, arrived at Seattle, October 24th. The *Gazelle*, Captain Erwin Farrer,[33] Engineer John Ferrell, reached the same port November 13th.

Capt. J. L. Smith

The most important event of the year in steamboat circles on Puget Sound was the incorporation of the Washington Steamboat Company at Utsalady, May 29th, with a capitalization of $100,000 and the following officers: D. B. Jackson,[34] president; D. S. Jacobs, secretary; Hiram J. Olney, manager. They started business with the *Daisy*, *Nellie* and *City of Quincy*, to which they added the *Washington* in September. The president of the company had enjoyed many years of experience in the operation of steamers, and it was to his ability that the subsequent success of the company is largely due. From the small beginning made with these comparatively insignificant steamers grew the Puget Sound & Alaska Steamship Company, of which further mention is made. The *Washington* was placed on the Bellingham Bay route, and the Oregon Railway & Navigation Company started the *Welcome* after her, making a rate of fifty cents for freight and passengers from Seattle. A small steamer was launched at Seattle in 1882 and in the succeeding years became a central figure in more varied and interesting experiences than any steam craft that has yet appeared on the Sound. She was designed by the Rev. J. P. Ludlow, a Baptist minister, and on completion was christened the

Capt. Erwin Farrer

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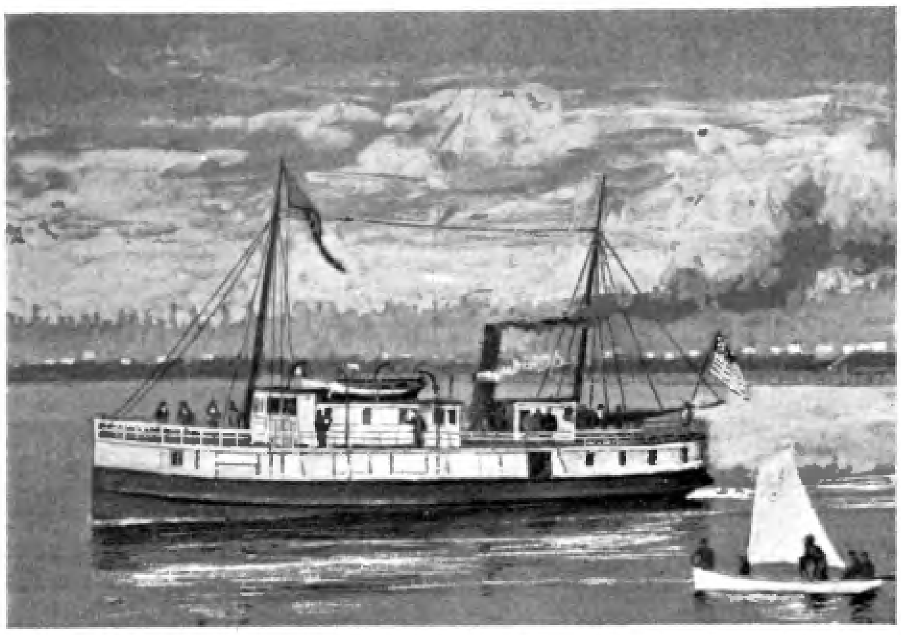
[32] Capt. Frank Grounds, master and engineer, son of Capt. Brazil Grounds, a pioneer of the Columbia River, was born in Portland in 1859. His first steamboating was on the *Eagle* on the Columbia River, and he afterward ran a number of small steamers out of Astoria. He was in command of the steamer *Lillian* on the Knappton route for many years, and after leaving there ran the *Fanny* for the North Pacific Lumbering Company, going from there to Puget Sound, where he was employed for a short time on the steamer *Margie*. At present he is engineer on the steamer *Skagit Chief*.

[33] Capt. Erwin Farrer, born in Minnesota in 1861, came to the Columbia River in 1879 and was employed on the tug *Brenham* for a year, going from her to the steamers *General Canby* and *General Miles*. In 1882 he took the steamer *Gazelle* from the Columbia River to Puget Sound, ran with her for a couple of months after reaching there and on his return again joined the *General Miles*. He next took the steamer *Governor Newell* to Gray's Harbor from Shoalwater Bay, and on arrival took charge of the steamer *Montesano*, which he brought in safety to the latter place. He next took the steamer *General Garfield* to Astoria, and, after repairing her, returned to the bay, where he operated her for two years, then running the steamer *Montesano* for a year. He has since had command of the steamers *Tom Morris*, *Eureka*, *Volga* and *City of Astoria*, remaining with the latter vessel for the last three years. He was for a short time owner of the schooner *South Bend*, with which he engaged in deep-sea fishing. Captain Farrer has held a master's license for fourteen years and has had considerable experience in running inland steamers on the Pacific Ocean.

[34] Capt. D. B. Jackson was born in Warren, N. H., in 1833, going from there to Bangor, Me., with his parents when a child. In 1847 he left Bangor and made a trip to Mexico, returning two years later. In 1852 he engaged in lumbering and steamboating on the Penobscot River, leaving in 1857 for New York and a year later going to California, where he worked for a season in the mines, then went to Puget Sound, arriving at Port Ludlow and entering the employ of Amos Phinney & Co., who were owners of the mills at that place. In 1871 he accepted a position with the Puget Mill Company and remained with them as agent for many years in charge of their steamboats and outside business. In 1884 he organized the Washington Steamboat Company, which was succeeded by the Puget Sound & Alaska Steamship Company, Jackson being president of both companies, and during his *régime* purchasing the elegant steamer *City of Kingston* and building her sister ship, the *City of Seattle*. Under his skillful management the small beginning made by the comparatively insignificant steamers *City of Quincy*, *Washington*, and one or two others, developed into one of the largest and best equipped transportation companies which has yet flourished on Puget Sound. Captain Jackson disposed of his interests in the Puget Sound & Alaska Company in 1892, and two years later organized the Northwestern Steamship Company, operating the elegant new steamer *Rosalie* on the Victoria route and the steamers *George E. Starr* and *Idaho* on the Port Townsend mail line. His new venture promises all the success achieved in his former enterprises.

Evangel. Ludlow's hobby for years had been to operate a gospel ship. The chance never offered until about 1881, when a rich relative died, leaving him several thousand dollars. This gave him an opportunity to put his ideas into practice, and he at once sent out a pamphlet in which he explained his purposes as follows:



STEAMER "EVANGEL"

> "*Beloved in the Lord:* After five years of waiting. watching, working and praying in this faraway field, the dear Lord is now permitting me to go forward in the execution of a mission which he has laid and kept as a special burden on my heart. This is none other than to build and equip a steam launch which shall go up and down all these inland waters of the great Northwest, including Washington Territory, British Columbia and Alaska, bearing to all classes the precious gospel of Jesus without money and without price. No grander or more comprehensive missionary work is presented anywhere than this. This mission field includes a shore line of over 2,500 miles, upward of fifty towns or villages with a population of over 9,000 souls, an accessible Indian population of 25,000, an ebb and flow of 3,000 seafaring men annually, and a varying Chinese population of 3,500. * * * Everywhere the religious destitution is truly sad. There are families so remote that they rarely see a stranger, and many of them entirely inaccessible save by water conveyance and quite aside from all the routes of usual travel. The Chinese element is totally ignored by any Christian effort except in one or two of the larger towns. The Indian element of Alaska is not included in the above statistics, and presents a nation of 60,000, not only urgent but impatient for the missionary and the gospel. We await an opportunity to visit them and make a full report thereon. To neglect them longer will be criminal if 'North America for Christ' is to continue as our motto. Throughout this entire field, to each and all its classes of human need and wherever the curling smoke of wildwood camp or cabin shall signal us, we propose to go, bearing the free and precious gospel of Jesus, and by voice of cheery greeting or of printed page and picture, by sermon or by song, by the lone missionary or the praying band, by ministration to the physical, spiritual or social needs of the people, and by any agency or agents which God shall give us, we will seek to educate, gladden and save. To board every vessel, to hail every canoe, to visit every camp, to reach every Chinaman, and ever take the name of Jesus with us, is what is in our heart to do. The Master's voice has reached at once our head, our heart and our pocket, saying, 'Go ye into the highways,' and He has already heard our reply, 'Lord, we go;' and as the Lord shall send to us His chosen laborers, a Moody or Sankey, or any other consecrated worker with song or service, this vehicle of communication is ever at hand. Here then comes now and but for once our Macedonian cry, 'Come over and help us.' Will you go with us, send us, or share in our mission? The boat is builded, but must needs be equipped for the Lord's use. * * * Herewith is a partial list of articles, each and all of which will at times be needed for the service of our mission. Will you not select some one or more departments and forward either the articles or money to purchase therewith?"

This striking appeal brought good results, and in a short time subscriptions began to pour in from church societies in all parts of the world, but, unfortunately for the neglected heathen on the 2,500 miles of shore line, etc., Ludlow became interested in other business before the *Evangel* was completed. John Leary of Seattle had underbid the Pacific Coast Steamship Company and secured the Alaska mail contract. The big company then chartered or subsidized nearly every available steamer on the Coast, so Leary and his associates induced Ludlow to cut his boat, then almost ready to launch, and lengthen her twenty feet. He decided to do so and promptly returned all the contributions received from the church organizations, but refused to sink all of his religious inclinations. When the launch was made, instead of breaking the usual bottle of wine over the bow, a little girl dressed in white was stationed forward and as the vessel slid down the ways scattered religious tracts in profusion. A number of old steamboatmen who witnessed the affair prophesied nothing but ill luck for a vessel that had come into existence under such peculiar circumstances, and in after years they had many occasions to use the familiar, "I told you so." While the steamer was making her first trip to Alaska the crown sheet of the boiler burned out when a short distance from Victoria. The *Mastick* was sent out to finish the trip, and the *Evangel* limped back to Seattle, where she was laid up several weeks for repairs. By the time she was ready to run Leary had surrendered the mail contract to the Pacific Coast Steamship Company, who had offered Ludlow $25,000 for the steamer before she turned a wheel, and Ludlow was on the verge of financial ruin. He started the *Evangel* on the New Westminster route from Seattle in charge of Capt. E. F. Bucklin,[35] but she was afterward chartered to Capt. Herbert F. Beecher,[36] who ran her to

REV. J. P. LUDLOW

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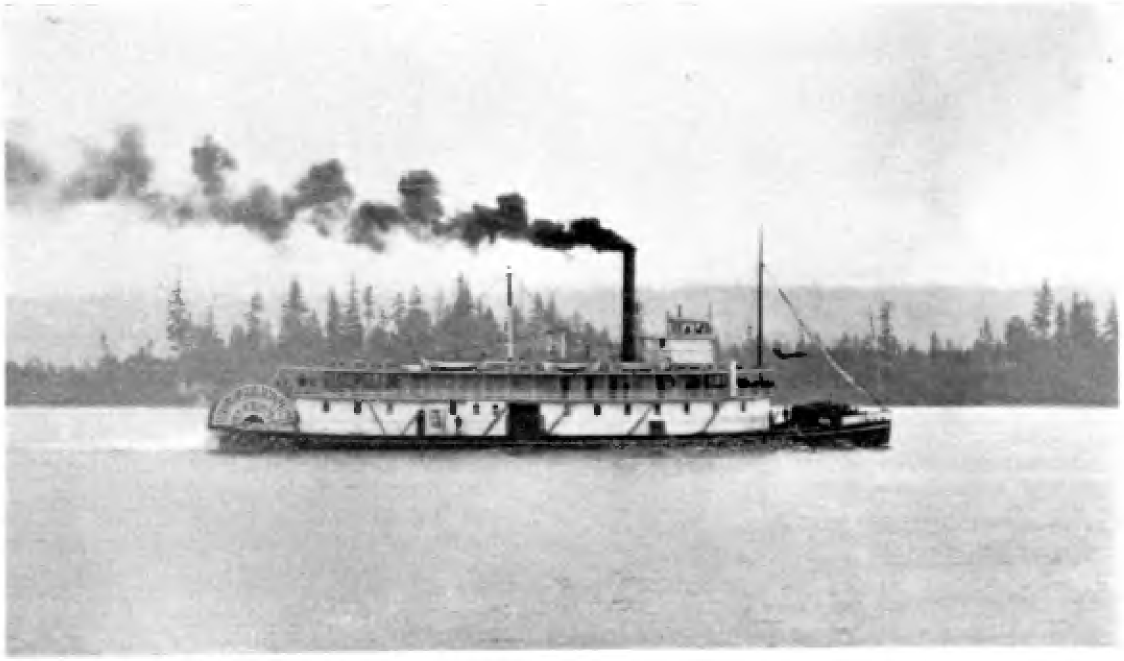
[35] Capt. E. F. Bucklin was born in Maine in September, 1851. At the age of seventeen he entered a machine shop at Camden, where he remained until 1875, when he moved to Puget Sound. On arrival he worked two years at the Port Madison Mill, after which he entered the marine service as engineer of the steamer *Ruby*. After manipulating the throttle for a year he became master of the boat, continuing with her for eighteen months, when he went as master on the tug *Celilo* for the same period. He then went over to the famous *Evangel*. When she was laid up six months later he returned to the Port Madison Mill Company as captain of the tug *Addie*. He remained in command of the *Addie* for eight years, with the exception of a few months when he was on the tug *Despatch*. In 1888 he took charge of Capt. E. Miller's tug *Biz*.

[36] Capt. Herbert F. Beecher was born in Brooklyn, N. Y., in 1853. His first marine experience was on Sound steamers out of New York. He came to the Pacific Coast about 1878 and was engaged for eighteen months on the steamship *Oregon*, and, on leaving her, ran for nearly a year on the *Idaho* on the middle Columbia. He went to Puget Sound in 1880 as master and purser on a

Semiahmoo and Victoria, with S. W. Mudge,[37] engineer. The venture proved unprofitable, and he gave up his charter to Capt. Harry Lott. In 1886 Capt. J. W. Tarte took command, and, with W. R. Tarte,[38] engineer, ran her on the island route. In September, 1888, Ludlow sold the steamer to Captain Morgan of Port Townsend for $9,500, her new owner subsequently disposing of a half interest to Capt. Winfield Mann. In 1890 she was in collision with the *Skagit Chief* off Five Mile Point and a year later exploded her boiler at Sehome, killing three men. She was subsequently repaired and has since been running out of Port Townsend on different routes, sinking at the dock in Port Angeles late in 1894. Ludlow, her eccentric owner, went to Japan after disposing of the steamer and engaged in missionary work, returning to Seattle in 1895.

CAPT. E. F. BUCKLIN

Other small steamers appearing on the Sound in 1882 were the *James McNaught* built for the Skagit River trade, the *Helen* for Port Orchard, the *Baby Mine* launched at Steilacoom, *Edna* and *Steadfast* at Seattle, the *Cora* and one or two others. The *Daisy* was sold by the Puget Sound Transportation Company to D. B. Jackson, the *Jessie* by George H. Smith to Capt. J. G. Parker, and the *Josephine* to J. G. Bell for $7,000. Harry Lott was operating the *Hope* to Victoria. The Victoria boats were: the *North Pacific*, Thomas Wilson, captain, George Roberts, mate; *George E. Starr*, Cyrus Orr, captain, A. M. McAlpine, mate. The *Eliza Anderson*, after an idleness of five years, sank at the wharf in Seattle. The finest addition to the inland fleet was the steamer *R. P. Rithet*, constructed by Commodore John Irving at Victoria to take the place of the lost *Elizabeth Irving*. She was launched April 20th and made her trial trip June 7th. She was one hundred and seventy-six feet long, thirty-four feet beam, and eight feet hold, and was the first steamer in those waters equipped with hydraulic steering gear. Captain Irving handled her himself the first year after she was completed, and Capt. J. D. Tackaberry was master in 1884. In 1885 she was started on the Nanaimo route in opposition to the *Amelia*, and since that time has been engaged on the Fraser River in charge of Captain Jagers most of the time. The steamer *Gertrude* was brought to the Fraser from the Stickeen, and, in charge of Captain Odin, ran opposition to the *William Irving*, which had been extensively repaired. The steamers *Cassiar*, *Western Slope* and *Pacific Slope* were also on the Fraser. The latter was a small sternwheeler with a single engine and made her first trip on the Fraser, April 1st. The *Wilson G. Hunt* was running to Comox and Nanaimo from Victoria. On Kamloops Lake the *Lady Dufferin*, *Peerless*, *Kamloops*, *Skuzzy* and others were engaged. The latter vessel was in the service of



STEAMER "R. P. RITHET"

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number of the Oregon Railway & Navigation steamers. In 1883 he chartered the *Evangel*, operating her for several months, leaving her in June, 1885, when he was appointed collector of customs at Port Townsend. On retiring from the office a year later he was in the employ of the Washington Steamboat Company as master of the *Edith* until January, 1887, when he was made a special agent of the United States Treasury Department, holding this position until April, 1889. He then purchased the steamer *J. B. Libby* and with others formed the Island Transportation Company, operating the *Libby*, *Point Arena* and *General Miles*. The company retired from business when the *Libby* burned in November, 1889, and Beecher shortly afterward entered the employ of the Government as pilot on the Puget Sound revenue cutters.

[37] S. W. Mudge, engineer, has been engaged in steamboating on the Columbia since 1879, beginning on the *Katata* with Capt. B. F. Stevens. He was afterward on the steamers *Sam* and *Quickstep* on the Columbia, and in 1884 went to Puget Sound and was engaged with Capt. H. F. Beecher on the *Evangel*. For the next three years he was on the United States steamers *Shubrick* and *Manzanita* as first assistant. In 1888 and 1889 he was engineer on the steamer *Polar Bear*, running to Alaska, leaving salt water in 1890 and working for nearly two years on the steamers *No Wonder* and *J. Ordway* with Captains Frank and Joseph Turner. Since then he has been engaged on the steamship *Wilmington* and the steamer *La Camas*. He is at present living at Ilwaco, Wash.

[38] Capt. W. R. Tarte, Blaine, Wash., was born in England in 1858. His first marine work was on the steamer *Despatch*, where he was employed for three years, was afterward engaged as engineer on the steamer *Virginia*, and was mate on the *Colfax* for a short time. Since then he has served as engineer on the *Rustler*, *Evangel*, *Brick*, *Puritan* and others, occasionally running as master, holding both licenses.

the Canadian Pacific Railway construction department, and, in the summer of 1882, was taken from Fort Yale to the mouth of the Thompson River by Capt. S. R. Smith and Pilot W. H. Patterson. The steamer was afterward dismantled and her engines placed in the new *Skuzzy*, built on Kamloops Lake by J. F. T. Mitchell for Contractor Onderdonk. The new boat was commenced in 1885 and was in running order forty-four days after her keel was laid. She was one hundred and forty feet long, twenty-eight feet beam, and four feet six inches hold. Capt. James Wilson of Portland was one of the last in command of the old *Skuzzy* and in the summer of 1883 handled her between Boston Bar and Lytton. Her boiler is now in the steamer *Lytton* on the upper Columbia.

CAPT. WILLIAM BEYNON

The small propellers *Joe Adams* and *New Westminster* were constructed in 1882 for service in connection with the Fraser River Cannery. The propeller *Princess Louise, Jr.*, was purchased by Mr. Duncan and taken to the Metlakatlah mission in Alaska. Capt. J. D. Warren launched the steam schooner *Grace* for sealing and trading along the coast, and Capt. William Beynon[39] was for a long time in command. The northern trade had grown to such proportions that a number of Victorians purchased the British steamship *Sardonyx*, which arrived from Liverpool, May 20th, in charge of Capt. William Meyers and Engineer Madigan. The *Sardonyx* was built at Greenock in 1869, and was one hundred and seventy-eight feet long, twenty-six feet beam, and fourteen feet hold, with engines twenty-five and forty-four by thirty inches. She was eighty-one days on the way out and entered the northern trade June 1st, in charge of Capt. J. D. Warren. She proved rather expensive for the traffic and in 1884 was sent to China in command of Capt. S. W. Bucknam,[40] with a cargo of freight and two hundred and fifty Chinamen. She returned in May, 1885, and a year later sailed for Mexican ports under charter to a Mexican navigation company, Captain Bucknam remaining in command. After a year in that service she returned to Victoria, where she was purchased by the Canadian Pacific Navigation Company, who operated her between the Columbia River and British Columbia ports until 1890, when she was wrecked near Fort Simpson (see wreck of *Sardonyx*).

CAPT. S. W. BUCKNAM

A notable arrival in steamship circles in 1882 was the *Wilmington*, which reached Victoria on her first trip December 20th, in command of Captain Ross. She was constructed at Wilmington in 1865, but a few years later was so badly damaged in a storm on the Atlantic Coast that she was rebuilt at Philadelphia in 1870. After reaching the Pacific Coast she was purchased by Frank Barnard, who operated her on the northern routes as an opposition steamer. Ross was succeeded by Capt. David Blackburn, who was lost in 1894 on the *Montserrat*. In his charge she ran to Puget Sound in 1883, being the first ocean steamer to touch at Whatcom since 1858. Early in January, 1885, while on a trip to Victoria, her machinery was disabled in latitude 44° 53′, longitude 125° 2′, and before Captain Blackburn could get her under control she was 300 miles off shore, nearly opposite Sitka. She had a crew of twenty-six men and twenty-three passengers and was out thirteen days. In August the steamer was subsidized and retired to Oakland Creek, but was sent to China a month later. The Pacific Coast Steamship Company tired of the bargain, and in 1888 Barnard again started her on the Sound route in charge of Capt. J. W. Gage. About 1891 she was purchased by the Merchants' Steamship Company, who ran her between the Columbia River and San Francisco. In November she was driven north during a heavy gale, and reached Seattle in a damaged condition, with empty coal bunkers. Ned Moody, her master, Thomas Moran, chief engineer, and Du Cette, first officer, resigned. Captain Angenstein took command for a few trips, but was easily satisfied and gave way to G. M. Jessen. While he was master the steamship crashed into the tug *Astoria*, and several thousand dollars in damages resulted. Jessen left her soon after this, and Capt. Peter H. Crim took charge. By this time the *Wilmington* was in bad odor owing to the belief that she was engaged in smuggling, her owners having taken her off the San Francisco route and started her on the run between Vancouver, Victoria and Portland. She was seized at Astoria, July 11, 1892, on a charge of having contraband opium on board, but was released and continued in service until January, 1893, when she reached Astoria in a battered condition, six days from Puget Sound, her lime cargo having twice fired the vessel. She was taken to Linnton to discharge, and while lying at the wharf again caught fire and burned everything except the hull, which sank at the dock, warped and twisted. W. B. Jackling was her last engineer, and subsequently proved to be one of the ringleaders of the big opium ring which was exposed soon after the *Haytian Republic* took the *Wilmington's* place in the trade. The steamer registered 752 tons, with single engines forty-four and one-half by seventy-two inches, the power being distributed by cog gearing. In February, 1885, while on her way from La Conner to Seattle, Judge Green of Seattle held a session of court on board, which is said to be the only instance on record of such a proceeding.

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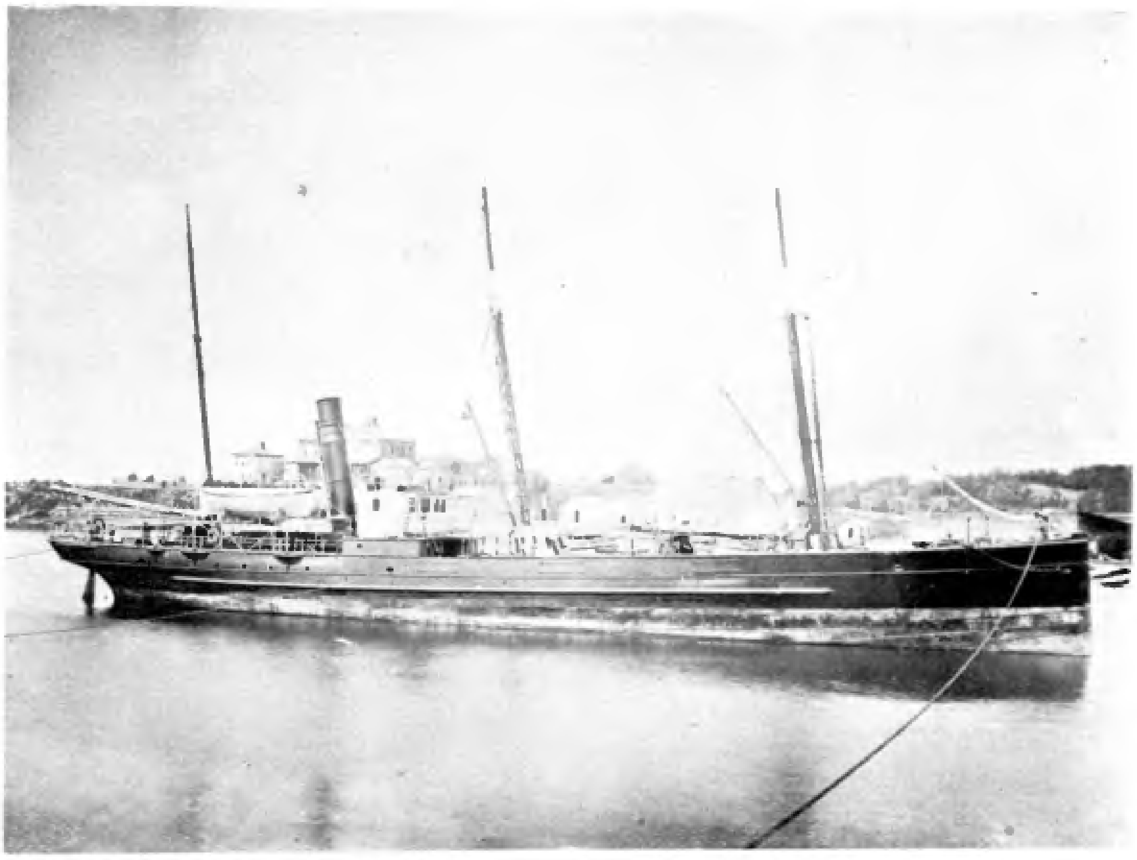
[39] Capt. William Beynon was born in Swansea, Wales, in 1849, entered the marine service at his birthplace, and followed deep water until 1866, when he went to California, remaining there for five years, and then sailing to Puget Sound on the bark *Gem of the Ocean*, leaving her for a berth on the *Goliah* and the tug *Cyrus Walker*. He then made a trip to Tahiti and back to the Sound by way of San Francisco, and in 1874 joined the steamer *Yakima*, just launched. He went to Victoria in 1875 and served on the steamer *Emma*, and from her shipped as mate on the *Black Diamond*. Before J. D. Warren placed steam in his sloop *Thornton*, Beynon sailed with her as mate, leaving her to return to the *Black Diamond* and *Emma*; and, when the *Thornton* was fitted as a steamer, he again joined her and has since been master of all of Warren's vessels. He was mate on the steamer *Barbara Boscowitz* for nearly four years and master of the *Cariboo and Fly* and of the *Alert*. He was in command of the tug *Mystery* when she went north with the boundary survey commission and ran her on her return.

[40] Capt. S. W. Bucknam was born in St. Johns, New Brunswick, in 1850, commenced his career on the Atlantic Coast, running to the West Indies out of New York, and also made occasional trips to South American ports. His first visit to the Northwest was in 1883 in command of the bark *Ingleside*, of which he was a part owner. As he was favorably impressed with the country, and was accompanied by his family, he decided to locate in Victoria. He was given command of the steamship *Sardonyx* soon after her arrival and remained with her for a year, running to Hongkong and Mexico. He then took charge of the venerable *Beaver* for a few months, leaving her to return East, where he purchased the sealing schooner *Ariel*, with which he made a cruise to Bering Sea, was ordered out by the United States revenue cutter *Richard Rush*, and on returning to Victoria took command of the dredge *Pacific*, remaining with her about eighteen months. In 1891 he was appointed pilot for the Victoria and Esquimalt districts, and is still engaged in that work.



STEAMSHIP "SARDONYX"

Noting the success of Barnard on the northern route, Nicholas Luning of San Francisco purchased the old steamship *William Tabor* from John T. Wright and prepared her for the Portland and San Francisco trade. A monthly subsidy of three thousand dollars induced him to keep the *Tabor* in San Francisco. The Pacific Coast Steamship Company added the *Queen of the Pacific* to their northern fleet in 1882, the steamer reaching Portland on her first trip September 18th in charge of Capt. Ezekiel Alexander.[41] She was built at Philadelphia, and was three hundred and thirty feet long, thirty-eight feet five inches beam, and twenty-one feet two inches depth of hold, 1,697 tons register, with engines forty-five and ninety by forty-eight inches. She continued running on the Portland route until December, 1883, when she was retired. In September, 1883, while *en route* to Portland with a large party of notables on their way north to witness the driving of the last spike on the Northern Pacific Railroad, she stranded on Clatsop Spit, and came very near proving a total wreck. The tugs *Pioneer*, *Brenham*, *Astoria*, *Columbia* and *General Miles* finally succeeded in floating her, receiving over $60,000 salvage. Heavy fog and smoke caused the accident, as the steamer was in charge of A. D. Wass, a pilot of unquestioned ability. She had on board at the time of the disaster two hundred and thirty-two passengers and a crew of ninety men. After leaving the northern route the *Queen* ran south from San Francisco for a long time, and for the past few years has been in the Alaska summer excursion business in command of James Carroll, with William H. Allison,[42] chief engineer. In 1890 the latter part of her name was eliminated.

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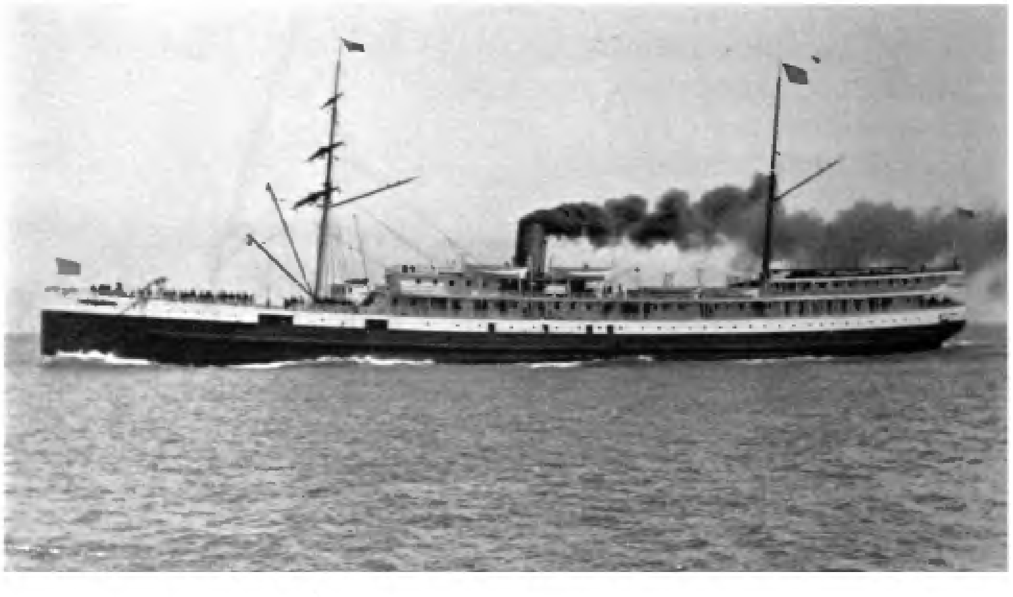
[41] Capt. Ezekiel Alexander was born in Maine in 1844, began his life on the water on a fishing smack at the age of nine, ran in the fishing and coasting business for several years, and during the Civil War spent considerable time in the Navy. On arrival on the Pacific Coast in 1868 he joined the schooner *Ada Fry*, running to the Arctic Ocean. He remained with her until she was lost, and in 1870 went back East, returning again in 1874 and entering the employ of Goodall, Perkins & Co. His first steamship service with them was as mate on steamships with Capt. Gerard Debney. He was then master of the steamships *Constantine*, *Los Angeles*, *Idaho*, *Ancon* and *George W. Elder*. In 1882 he went East and took charge of the steamship *Queen of the Pacific*, bringing her to the Pacific Coast and running as master of her until 1887, thence going to the *Corona*, *Pomona*, *Mexico*, *Orizaba* and others. At present he is captain of the steamship *Santa Rosa* on the San Diego route. He was master of the steamer *Queen* when she grounded on Clatsop Spit at the mouth of the Columbia River.

Tramp steamships in great numbers came to the Northwest in 1882. Among this class of ocean wanderers were the *Euphrates*, Captain Mitchell, at Victoria with 600 Chinese from Hongkong, the *Escambia* at the same port with 902, the *Suez* with 890, and the *Strathairly* with 1,056. The latter vessel became involved in difficulties by carrying more than 300 passengers in excess of the number allowed, and a fine of fifty dollars per head for all over 750 was imposed upon her owners. She had received $47.50 passage money from each. The British steamers *Bothwell Castle* arrived at Portland in May with 1,190 Chinese, the *Glenelg* in May with 650, the *Annerley* in June with 800, the *Devonshire* in June with 846, the *Medes* with 850, and the steamers *Madras* and *Volmer* also brought several hundred each. Some of the tramp steamships bringing coolies to San Francisco came north for coal, among the number the steamers *Canopus*, *Triumph* and *C. T. Hook*. British Columbia received the largest share of the incoming celestials. The number arriving at Victoria from January 1st to June 26th was 6,676. The sailing vessels did not overlook this rich harvest, and among those engaged in the traffic were the *Importer* with 395 Chinese, *Jonathan Bourne* 650, *Kate Davenport* 195, *Charter Oak* 450, *Martha* 358, *Agate* 350, *Bessie* 600, *Sumatra* 367. The steamship *Escambia*, after discharging her Chinamen at Victoria, went to San Francisco and loaded wheat. Soon after passing out of the Golden Gate she careened and sank, carrying with her eleven men. Captain Purvis, the engineer, and seven others reached shore, but of the fate of another boat containing nine members of the crew nothing was ever heard. The disaster was caused by too much coal on deck, making the vessel so top-heavy that when she made the first roll she went on her beam ends and could not right, but filled and went down immediately.

WILLIAM H. ALLISON

The Columbia River grain fleet for 1882 included 135 vessels, the largest of which was the German bark *Elizabeth*, 1,770 tons, the smallest the French bark *Esmeralda*, 384 tons. Sixty-four of the vessels were over 1,000 tons, forty-four over 1,100, thirty-one over 1,200, twenty-two over 1,300, nine over 1,400, and four over 1,600. Among the fleet were sixty-eight British and eleven American barks and sixteen American ships. The latter included the *Belle of Oregon*, *C. S. Hurlburt*, *Indiana*, *Western Belle*, *Ivy*, *Annie Johnson* and *W. H. Starbuck*. The shippers were as follows: Sibson, Church & Co. 44 cargoes, Balfour, Guthrie & Co. 38, C. Cæsar & Co. 27, Meyer, Wilson & Co. 5, A. W. Berry, Astoria, 2, Kinney & Co., Astoria, 1, Rogers, Meyer & Co. 4, Corbett & Macleay 2, G. W. McNear 5. Taylor, Young & Co. and Sibson, Church & Co. shipped a cargo together, and G. W. Burnside, Salem Flouring Mills Company, Allen & Lewis, Taylor, Young & Co., McKenzie & Cavanaugh and E. H. Gammans a cargo each. The British ship *City of Carlisle* narrowly escaped the loss of a valuable charter. She arrived at Astoria, December 31st, at 6:00 P. M., and at Portland at 7:00 P. M., January 1st, 1883, saving several thousand dollars by a margin of but five hours.



STEAMSHIP "QUEEN OF THE PACIFIC"

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[42] William H. Allison, chief engineer of the steamship *Queen*, was born in Benicia, Cal., in 1855, and when quite young served an apprenticeship at the Risdon Iron Works in San Francisco. After mastering the trade he worked at engineering ashore until 1877, when he joined the steamer *Oceanic* and made one trip to China. He then went to the steamship *Georgia*, and was with her when she was wrecked on the coast of Central America. He next joined the steamship *City of Peking* as oiler for a year, and went from her to the *City of Sydney* as third assistant for about the same length of time. He then left for a trip East and while there worked for a few months in Cramp's shipyard. When the *Queen of the Pacific* was ready for her trip to the Pacific Coast, Mr. Allison joined her as second assistant and remained with her a year in that capacity. He then left to take the position of first assistant on the steamship *Eureka*, but after remaining with her for a few months returned to the steamship *Queen* as first assistant, in which capacity he ran four or five years. He then went back to the *Eureka* as chief engineer, but in a few months was appointed chief on the *Queen*, and in that position has been running north for about seven years.

The Astoria Transportation Company was organized at the City by the Sea, and built a huge barge, one hundred and seventy-five feet long and forty-two feet beam, with which they handled lighterage between Portland and Astoria for sixty-two and one-half cents per ton. The pilot commissioners for 1882 were J. A. Brown, president, Captains Nathan Ingersoll and J. H. D. Gray. R. H. Buddy was secretary for the commissioners. The Washington Legislature abolished pilotage fees, and the Victoria pilots reaped a rich harvest taking vessels to Port Townsend at double the rate allowed the American pilots before the law was repealed. Nearly a dozen large sailing vessels were added to the coasting fleet in 1882. The most prominent of these were the barkentines *C. C. Funk*, 512 tons, built at Marshfield, *Tropic Bird*, 330, constructed at North Bend for the island trade, and *Makah*, 699.46, *John Smith*, 588.46, the bark *Hesper*, 664.19 tons, and the schooners *Alcalde*, 321.14 tons, and *William Renton*, 447.26, all launched by Hall Brothers at Port Blakely. The barkentine *J. M. Griffith* and the schooner *American Boy* were completed at Seabeck, and the bark *Nanaimo*, 450 tons, the largest built in British Columbia, was launched at Nanaimo, September 3d, for C. L. Carpenter. The *Hesper*, which was constructed for Capt. Cyrus Ryder,[43] was the scene of a murder and attempted mutiny a few years later, which for weird and ghastly details finds a parallel only in the romances of W. Clark Russell. H. R. Reed also launched two fine schooners at Marshfield, Or. The lumber business, foreign and domestic, furnished employment for a big fleet on Puget Sound, and the Port Blakely Mill frequently had over a dozen vessels loading there at one time. The regular fleet belonging to the mill company was composed as follows: ship *Topgallant*, Captain Reynolds; *Prussia*, Wickberg; *Otago*, Boyd; barks *Martha Rideout*, Sears; *Lizzie Marshall*, Bergman; *R. K. Ham*, Gove; schooner *Courser*, Colby; tug *Blakely*, Libby.

COQUILLE CITY WATER FRONT

Wrecks were few in 1882 compared with those of the preceding year. The British bark *Corsica*, Capt. W. H. Vessey, struck heavily in crossing out of the Columbia, February 21st, and foundered soon afterward twelve miles southwest of Cape Hancock. The *Corsica* was wheat-laden for Queenstown, and was in charge of Pilot Hansen, the tug *Astoria*, Captain McVicar, towing. A very heavy swell was running, and she struck three times, drawing nineteen feet six inches. Captain Vessey's wife and baby were sent back to Astoria on the tug, while the *Fearless* stood by until midnight, when the vessel was abandoned with ten feet of water in the hold. She floated until 5:00 A. M. on the twenty-second and then went down. She was a wooden vessel, thirteen years old, of 778 tons, and was valued at $30,000 and her wheat cargo at $46,838. The American bark *Harvest Home*, Capt. A. Matson, from San Francisco for Port Townsend, stranded on the weather beach about eight miles north of Cape Hancock. She had a light cargo and went on at nearly high tide during thick weather. The accident was caused by a defective chronometer, and the first intimation the man on watch had of danger was when he heard a rooster crowing in an adjoining barnyard. This wreck afforded a pleasing contrast to many that happened in that locality, for when day dawned all hands walked ashore without dampening their feet. The frame of the vessel is still in existence, affording considerable interest to the thousands who summer on the beach. The *Harvest Home* was owned by Preston & McKinnon of San Francisco and was insured for $14,000. The American bark *Malleville*, 924 tons, Capt. E. F. Harlow, from Shanghai for Victoria with a crew of eighteen men, struck a ledge off the western entrance to Hesquiat harbor, on the west coast of Vancouver Island, about 9:45 P. M., October 10th, and broke up immediately, all on board losing their lives. Captain Harlow was accompanied by his wife and three children, and their bodies came ashore, with those of nine members of the crew. Father Brabrant, a well known frontier missionary, was informed of the wreck by the Indians and interred the remains. He also found a clock which had washed ashore, and it had stopped at 10:00 o'clock. Nothing is definitely known of the particulars of the disaster, as the vessel had disappeared from view by the following morning. The *Malleville* was built at Freeport, Me., in 1866, and had been for a long time in the Puget Sound lumber trade.

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[43] Capt. Cyrus Ryder was born in Massachusetts in 1846. He began going to sea when a boy and sailed to nearly every part of the world. He arrived at San Francisco in 1871 and has been on the Pacific Coast ever since, first sailing to Hongkong and then running in the coasting trade. He subsequently had the bark *Hesper* built for the Australian trade and made seven voyages, after which he sold her. So far he had spent twenty-two years going to sea, and during that time had been on three vessels only. In 1890 he took command of the ship *Rufus E. Wood* and ran her during the winter. He then took charge of the bark *Carrollton* and made a trip to Alaska with coal, and piles for a wharf. After his return he made another trip to Alaska on the *Rufus E. Wood*. He then took the bark *General Fairchild*, and in 1894 left her for the ship *Elwell*, running between San Francisco and Nanaimo in the coal trade.

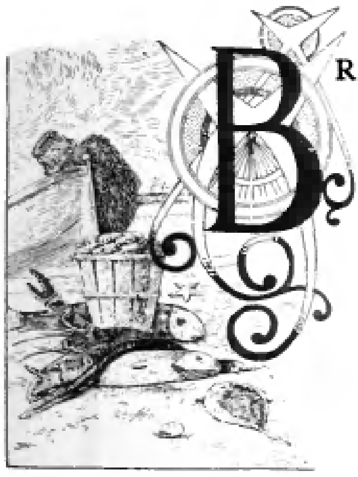
Another well known lumber vessel, the bark *Rainier*, met her fate in January, 1882, in command of Capt. John H. Wolf. She sailed from Port Townsend for Honolulu, December 31, 1881, and ran into a gale January 3d, which started her to leaking badly. On the fifth, while all hands were at the pumps, the vessel was struck by a heavy sea, which stove in the cabin, shifted the deck load and threw the craft on her beam ends. Captain Wolf was thrown against the mizzen stay, fracturing his skull and breaking his back. He died half an hour afterward. The masts were cut away, and the ship righted. The crew lashed themselves to the poop, where they remained until the twenty-fourth, subsisting on five sacks of potatoes, one sack of flour and two gallons of vinegar. On the morning of the twenty-second the brig *Orient*, Captain Williams, bound for the Umpqua, fell in with the wreck in latitude 42° 40′ north, longitude 126° 24′ west. A heavy sea prevented the rescue for two days, but on the twenty-fourth they were taken on board the *Orient* and landed the following day. The British bark *Bulwark*, from Yokohama for Puget Sound, foundered at sea, February 27th, about three hundred miles off the Oregon coast. The ship sprang a leak soon after leaving Japan, and the master promised to put into Honolulu but failed to do so, and she went down before she could reach her destination. Three of the crew reached Empire City, and two were picked up and taken to Melbourne by the British ship *Blackwell*, the remainder losing their lives. Among other coasting vessels which met with disaster was the American bark *Roswell Sprague*, 923 tons, Capt. J. L. De Laney, which caught fire while leaving San Francisco, June 25th. She was towed back and the wreck sold for $3,800. The *Great Western*, an old-time coal carrier, was burned at the wharf there a few days prior to this. The bark *Annie*, Captain Sanbourg, from Port Blakely to Wellington, was wrecked at the latter place January 12th. The steamer *Chehalis*, one of Puget Sound's pioneer fleet, was caught in a gale near Ten Mile Point, November 9th, while *en route* from Snohomish to Seattle, and blown stern on to the beach, where she became a total wreck, her cargo being strewn along the beach for a distance of ten miles. The upper works of the new steamer *Yaquina* were burned at Portland, May 25th, but were afterward rebuilt.

Marine men who passed away in 1882 were William H. Troup at Vancouver, April 8th, aged fifty-five years; Stephen Coffin, one of the owners of the pioneer steamship *Gold Hunter*, at Dayton, Or., March 16th, aged seventy-three years; Capt. Hugh McKay, a prominent sealing man of Victoria, at that place, June 14th; Capt. James Jones at Victoria, August 20th, aged fifty-two years; Capt. Horace Daniels at Vancouver, November 4th, and Captain Metzger, a well known steamship master, at San Francisco, January 3d, aged fifty-five years. Capt. William Bailey, of the tug *Biz*, fell from Yesler's wharf at Seattle to the deck of his steamer, November 10th, and was instantly killed. He was sixty years of age.

WRECK OF STEAMSHIP "IDAHO"

CHAPTER XV.

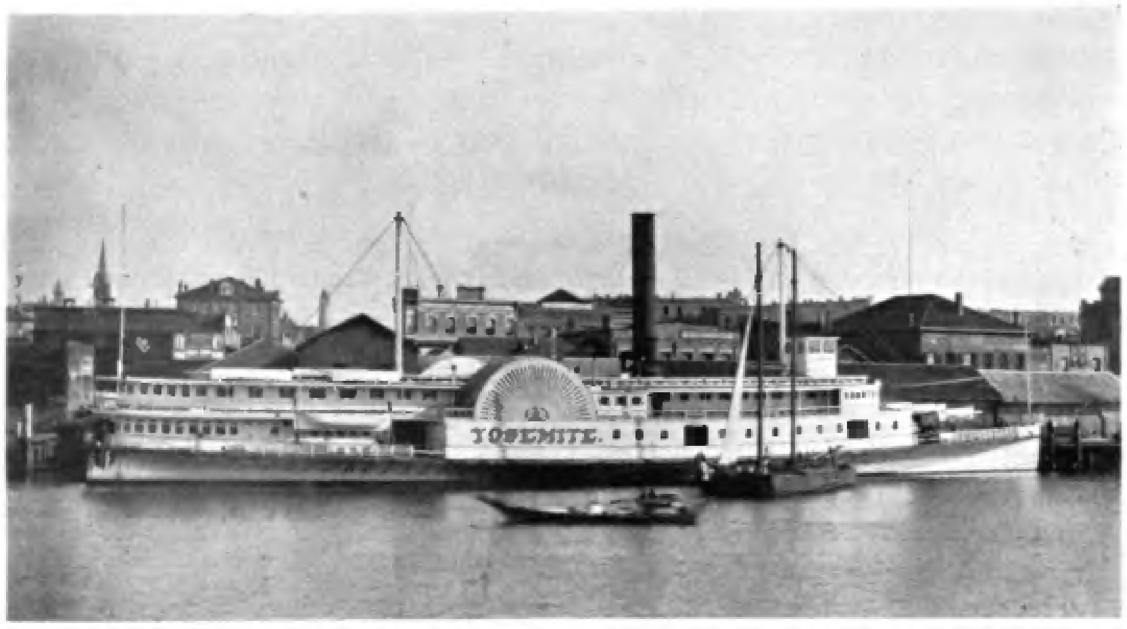
THE CANADIAN PACIFIC NAVIGATION COMPANY — STEAMER "YOSEMITE"—J. D. WARREN'S FLEET—STEAMERS "W. K. MERWIN" AND "W. F. MUNROE" — NUMEROUS ADDITIONS TO THE STEAM FLEET ON PUGET SOUND—TUG "ESCORT NO. 2"—CŒUR D'ALENE TRANSPORTATION COMPANY—STEAMER "EMMA HUME" BUILT AT ASTORIA—COAL AND LUMBER FLEET FOR 1883—A YEAR OF DISASTERS — FEARFUL LOSS OF LIFE ON STEAMSHIP "GRAPPLER" — BURNING OF STEAMSHIP "MISSISSIPPI" AND STEAMER "GEM"—BOILER EXPLOSION ON STEAMER "JOSEPHINE"—WRECK OF STEAMSHIPS "VICTORIA" AND "TACOMA"—A QUARTET OF VESSELS WRECKED IN ROYAL ROADS—LOSS OF THE "ONA," "C. L. TAYLOR," "REVERE," "WHISTLER," "CAIRNSMORE" AND "WAR HAWK" — MYSTERIOUS FATE OF THE "J. C. COUSINS" — THE MARINE ENGINEERS' ASSOCIATION — ARRIVAL OF STEAMERS "ALASKAN" AND "OLYMPIAN" — CAPTAIN SCOTT'S "TELEPHONE"—THE TRANSFER STEAMER "TACOMA"—STEAMER "COOS BAY"—TUGS "ASTORIA" AND "FAVORITE"—THE "ELIZA ANDERSON" AGAIN RUNNING OPPOSITION ON THE SOUND—THE PEOPLE'S STEAM NAVIGATION COMPANY OF VICTORIA—STEAMERS "AMELIA" AND "TEASER"—NARROW ESCAPE OF THE STEAMSHIP "UMATILLA"—"TILLIE E. STARBUCK," THE FIRST IRON SHIP BUILT IN AMERICA—WRECK OF THE "LIZZIE MARSHALL."



BRITISH COLUMBIA, the birthplace of the marine industry of the Northwest, was the scene of remarkable activity in 1883, and steam and sailing vessels appeared in greater numbers than ever before. The approaching completion of the Canadian Pacific Railway brought many foreign vessels with iron cargoes, and the increased output of the mills furnished business for a numerous fleet. The most important event in steamboat circles was the organization of the Canadain Pacific Navigation Company, limited. This corporation, which was the culmination of Commodore John Irving's efforts, was fully as powerful in its field as the mighty Oregon Steam Navigation Company on the Columbia, and no higher proof is necessary of the genius of its principal organizer than the fact that now, after a dozen years of uninterrupted success, he is still in charge of its affairs. The articles of incorporation were filed January 6, 1883. The company was capitalized for $500,000, divided into 5,000 shares, with the following incorporators: John Irving, steamboat owner; R. P. Rithet, merchant; William Spring, trader; P. McQuade, ship chandler; M. W. T. Drake, barrister; William Charles and Alexander Munroe of the Hudson's Bay Company. Irving was manager, and W. Charles, R. P. Rithet, Robert Dunsmuir and Alexander Munroe were the other directors. The company, which was a consolidation of the interests of Irving's pioneer line and the Hudson's Bay line, took charge of the steamers *R. P. Rithet*, *Princess Louise*, *William Irving*, *Western Slope*, *Enterprise*, *Reliance*, *Otter*, *Maude* and *Gertrude* in March. This fleet was increased a few months later by the *Yosemite*, which Commodore Irving purchased in San Francisco from the Central Pacific Railroad Company.

COMMODORE JOHN IRVING

The *Yosemite* was the handsomest as well as the fastest steamer which had yet appeared in Northwestern waters. She was constructed for the Sacramento River trade in the early sixties, and was the third low-pressure boat built on the Coast, the *Eliza Anderson* and *Chrysopolis* preceding her. She was constructed at the Potrero by John G. North from designs by R. M. Jessup. Her boilers were defective, and in October, 1865, exploded with fearful results, killing fifty-five people and scalding and wounding many more. She was hauled out, a thirty-five foot splice was put in her hull, and, after being equipped with steel boilers, again commenced running on the Sacramento. In 1876 she was once more hauled out, and $66,000 were spent in fitting her with new boilers and engines, so that, when she went into the water, she could easily reel off seventeen miles an hour and was as good as new. The decline of business on the Sacramento left her without a route, and she was laid up in Oakland harbor four years, when she was sold to Irving for about one-third the amount expended in repairing her. She was taken to Victoria by Charles Thorn, captain, Roderick MacIver,[1] chief engineer, and Peter Cunningham,[2] first assistant, and was used between Victoria and New Westminster, continuing there until the present time, except at intervals when she ran on the Vancouver route. Urquhart, Irving, Rudlin, Troup, McCulloch, Jagers, and other well known masters, have commanded her. Her dimensions are: length, two hundred and eighty-two feet three inches; beam, eighty feet over all; hull, thirty-four feet nine inches; hold, thirteen feet six inches; wheels, thirty-two feet in diameter and ten feet wide; engines, fifty-seven by one hundred and thirty-two inches. The later career of the Canadian Pacific Navigation Company will receive detailed mention in subsequent chapters. Irving has remained in charge since its inception, and for the past ten years George A. Carleton[3] has held the position of general passenger and freight agent. The company commenced operations on the northern route in 1883 and have built up a fine trade on the Coast as far north as Alaska. The old fleet has been succeeded by elegant modern steamers and steamships, and the company has become one of the most powerful on the Pacific Coast.


STEAMER "YOSEMITE"

Capt. J. D. Warren, who had been trading along the northern coast since the early sixties, reinforced his fleet of steam schooners with the *Barbara Boscowitz*, built at Victoria, March 31st. She was a stanch vessel, one hundred and twenty feet long, twenty-two feet beam, and ten feet hold, with engines nine and one-half and eighteen inches by eighteen inches, and, in command of her owner, commenced running on the northern route soon after completion, remaining in continuous service to the present time. Warren was succeeded in 1885 by Captain Jagers, and since 1886 the steamer has been in charge of Captain Williams except at brief intervals. Benjamin Madigan has been chief engineer for many years. Capt. J. D. Warren, who was associated with J. Boscowitz, operated quite a fleet in 1883, including the steam schooners *Grace*, *Dolphin*, *Annie Beck* and *Thornton*. He was also interested in the sealing schooners *W. P. Sayward* and *Bonanza*. The steamer *Robert Dunsmuir* was launched at Victoria in 1883 and made her trial trip in November. As originally constructed she was a sidewheeler one hundred and thirteen feet long, twenty feet beam, and seven feet hold, with engines from the steamer *Ada*. In 1888 she was overhauled and rebuilt as a propeller. Her first work was between Nanaimo, Westminster and Comox, carrying mail, passengers and freight. She was commanded for many years by Capt. William Rogers,[4] at present one of her owners.

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[1] Roderick MacIver, engineer, born in Scotland in 1836, commenced going to sea when very young, in 1851 went to Panama, and while there met John B. Preston, Oregon's first surveyor-general. That gentleman took a deep interest in young MacIver and induced him to accompany him to Oregon. MacIver started north on the steamship *Columbia*, and after reaching the Northwest was employed as a deckboy on the *California* and afterward on the *Columbia*. He remained in the employ of the Pacific Mail for many years, rising to the position of chief engineer, and running north to the Columbia River and Puget Sound on the *Columbia* and a number of other well known vessels. He went to Victoria from San Francisco on the steamer *Yosemite* in 1883, and has remained with her continuously since that time, except at brief intervals when he has been employed on other steamers owned by the Canadian Pacific Navigation Company.

[2] Peter Cunningham, engineer, was born in Ireland in 1840. He began his life on the water at New Orleans on towboats, and from there went to the Mississippi River, New York and the Lakes. In 1865 he sailed to the Pacific Coast on the old steamship *Colorado*, and afterward ran on the steamship *Sierra Nevada*, between San Francisco and Portland. He served on the steamships *Golden City* and *Constitution* as water-tender, and also on the steamships *Sacramento*, *Orizaba* and *Pacific*, and on the steamer *Amelia* on the Sacramento River. He held his first position as engineer on the steamer *Ellen*, running on San Francisco Bay, and was afterward employed on the *Alice*, *Hope*, *Monterey*, *Santa Cruz*, *Senator*, *Gypsy*, *Ancon* and *Idaho*. He was second engineer on the *Yosemite* when she was taken to Victoria, and was for a short time first assistant on the tug *Biz*. He is at present on the steamer *Alice Blanchard*.

[3] George A. Carleton of the Canadian Pacific Navigation Company, Victoria, was born in Portsmouth, N. H., in 1842, came from New York to San Francisco in 1868 by way of the Isthmus, and entered the employ of the California Steam Navigation Company as purser and freight clerk on the steamers *Amelia*, *Capital* and *Chrysopolis*. He was afterward transferred to Stockton as cashier and port steward, remaining in that position until the consolidation of the Sacramento River lines. He then ran as purser on the steamer *Julia*, and was shortly afterward appointed secretary of the new California Steam Navigation Company, of which Capt. T. C. Walker was president. He remained in that service for several years, and was for two seasons engaged as purser and freight clerk on the steamships *State of California*, *Ancon*, *Senator* and *George W. Elder*. Shortly after the organization of the Canadian Pacific Navigation Company, Mr. Carleton succeeded the late Robert J. Byers as general passenger and freight agent.

CAPT. WILLIAM MEYERS

The small steamer *Lottie* was built at Cypress Island and placed in the jobbing trade out of Victoria. *Spratt's Ark*, an immense steam scow built at Victoria at a cost of $75,000, made her first trip June 16th, and with a crew of sixty men started for the west coast to engage in the cannery business. Further mention of this leviathan, which proved quite expensive, will be found later on. The small steam yacht *Orilo* was built at Nanaimo for local use, the steamer *Sir James Douglas* was lengthened twenty feet and launched in January, and the steamer *Western Slope*, with which Capt. William Meyers made the initial trip about four years before, was sold at auction, John Irving purchasing her. The charter of the steamship *Hylton Castle*, which Dunsmuir had been operating in the coal trade, expired in 1883, and she returned to England. Her place was supplied by the steamship *Wellington*, which arrived at Victoria, June 7th, sixty-eight days from England. In charge of Captain Young, who brought her out, the *Wellington* was immediately put in the coal trade, in which she has since continued. Her first master was succeeded by Captains Whitworth and Jordan, and for the past six years she has been in command of Capt. Colin Salmond,[5] with Robert Richardson,* engineer. In 1891 she met with two serious accidents at sea and narrowly escaped destruction (see steamship *Wellington*, 1891).

The steamships running to Victoria in 1883 were the *Dakota*, Captain Morse; *George W. Elder*, Captain Hayward; *Idaho*, Captain Carroll; *Eureka*, Captain Hunter; *Mexico*, Captain Huntington; *Umatilla*, Captain Worth; *Victoria*, Captain Reichmann; *Wilmington*, Captains Ross and Blackburn, the latter taking her to Whatcom in October, which port she was the first steamship to enter since 1858. In the coal trade were the steamships *Walla Walla*, *Mississippi*, *Empire* and *Barnard Castle*. The steamship *Bonita*, Captain Leland, made a special trip north with gear for raising the *Eureka* (*Little California*), which had struck on Wyanda Rock in Peril Straits, April 26th, while going through at the rate of sixteen miles an hour in charge of Captain Hunter. The steamer was raised with but little difficulty and reached Victoria, June 20th. The steamship *Tacoma*, Kortz, captain; Wilson, chief engineer; and J. K. Grant, first assistant, arrived at Seattle on

CAPT. COLIN SALMOND

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[4] Capt. William Rogers of New Westminster, B. C., was born in Maine in 1830. After sailing out of Atlantic ports for several years, he arrived in California as second mate on a Boston clipper in 1853. He was engaged for several years in steamboating on the Sacramento River on the *Queen City*, *Eclipse*, *Antelope* and *Chrysopolis*. On his first visit to the north he went to Esquimalt on the schooner *Lucy L. Hale*. He left there shortly afterward, but again returned to British Columbia waters, where he has since been engaged as master of the steamers *Maggie*, *Ada*, *Robert Dunsmuir*, *Western Slope*, *Amelia* and the *City of Nanaimo*, commanding the latter at the present time. He owns one-third of the *Robert Dunsmuir* and is also manager and a large stockholder in the Mainland & Nanaimo Steam Navigation Company.

[5] Capt. Colin Salmond was born in Scotland and commenced a successful marine career in 1870, running in the China trade out of English ports. After sailing for several years in various parts of the world, he entered the steamship service with the White Star line, with whom he remained for several years, the last four of which he was first officer on their well known liners. In 1885 he took command of the steamship *Costa Rica*, engaged in the coal trade between Puget Sound, Departure Bay and San Francisco, also making several trips to Panama. He handled the *Costa Rica* for two years and was then transferred to the steamship *Wellington*, in the coal trade, which he has commanded for the past six years, during which time he has met with two narrow escapes from destruction. In 1892 the steamship lost her propeller and drifted around four days before she was rescued and towed into San Francisco Bay by the *Montserrat*. Six months later she broke a shaft when about one hundred miles south of the Columbia River, and, after being picked up and towed by the Norwegian steamer *Marie* for twenty-one hours, was abandoned in a terrific gale, but four days later was towed to Victoria by the *San Pedro*. In both of these thrilling experiences Captain Salmond proved himself a master in every sense of the word, and his thorough knowledge of seamanship had much to do with the preservation of the vessel.

* Robert Richardson, engineer, was born in 1844 and began sailing out of European ports on steamships in the Mediterranean and to the Orient. He came to San Francisco in 1875 with the steamship *Oceanic* and has since been running on steamers on the Pacific Coast, spending his first years in the China trade and the past eight as chief engineer of the *Wellington* from Nanaimo.

her first trip January 22d. The British tramp steamers *C. T. Hook*, *Glenelg* and *Madras* arrived at Victoria from China. The *George E. Starr* alternated with the *North Pacific*, which was the regular mail boat to the Sound, and was relieved for a few trips by the propeller *Gypsy*, an old Pacific Mail tug which the Pacific Coast Steamship Company had purchased a few years before and run coastwise from San Francisco to Rogue River, Or., and San Diego, Cal. Nearly a score of small steamers were built on Puget Sound in 1883. Among the more pretentious was the *W. K. Merwin*, which was launched March 15th and sold shortly afterward to the Washington Steamboat Company, in whose service she was commanded by Captains W. K. Merwin and Clarence W. Sinclair.[6] The steamer was one hundred and eight feet long, twenty-two feet beam, and four feet two inches hold. She remained in the possession of that company and its successors until a short time ago, when she was laid up at Snohomish. The *W. F. Munroe*, which was about the same size as the *Merwin*, made her trial trip November 10th in command of Captain Brownfield, and has been actively employed since that time. Among those last in charge were Capt. George Benson and Engineer George G. Swan. The *Bob Irving*, a large, flat-bottomed, sternwheel steamer, was built at Tacoma, making her first trip October 1st. She was owned by Captains George Roberts, Thomas Grant, and two or three other well known steamboatmen. Roberts commanded her for a short time, and in 1884 she was sold to T. R. Brown of Tacoma. She finally passed into the hands of Capt. Hiram Olney, and while in his charge exploded her boiler April 1, 1888, with fearful results (see wreck of *Bob Irving*, 1888).

CAPT. CLARENCE W. SINCLAIR

The *Skagit*, a square-built sternwheeler constructed by the Government for a snagboat, made her trial trip November 3d. Eugene H. Jefferson,[7] in whose charge she still remains, was her first master, with Charles Jennings, engineer. The sternwheeler *Glide*, length eighty feet five inches, beam nineteen feet, depth of hold four feet, was launched at Seattle in May for George W. Gove. She is still in operation and is now owned by J. F. Vanderhoof[8] and P. J. Jorgensen. The tug *Queen City*, length seventy feet, beam sixteen feet eight inches, depth of hold eight feet four inches, was built at Seattle for Captain Scoland, who operated her until 1887 and then sold a half interest to Stetson & Post, in whose service she still remains, with John Fussell as master. At Eagle Harbor Captain Hornbeck built the steamers *Bee* and *Geneva*, the former for Capt. A. O. Benjamin,[9] who afterward disposed of her to A. P. Spaulding. She was used on Lake Washington for about three years, and burned in 1889, her machinery going into the new *Bee*, which met a similar fate two years later. She was forty-six feet long, ten feet beam, and four and one-half feet hold. The steamer *Willie* was completed at Seattle for the Nootsack and Samish River trade by Capt. W. H. Ellis. She was sixty-seven feet long, fifteen feet beam, and four and one-half feet hold, and for the past few years has been running out of Olympia in command of Capt. E. Gustafson, with George W. Belloir, engineer. The steamer *Brick*, a diminutive sternwheeler about forty feet long, was constructed at Seattle and is still in commission, at present owned and run by Capt. J. W. Tarte.

Capt. Elbridge Goding[10] and H. L. Theron in May made a trial trip with their new steamer *Lucy*, which they operated until 1886 and then sold to the Treadwell Mining Company of Alaska. The *Lucy* was fifty-two feet long, twelve feet beam, and four feet hold. The tug *Tillie*, length fifty feet, beam fourteen feet, and depth seven feet, was launched at Seattle, July 21st, by J. F. T. Mitchell for Captain Salisbury. She was afterward sent to Gray's Harbor, where she is at present running in command of Capt. J. B. Kirkaldie.[11] Capt. Simon Randolph[12] built the *Edith R.* and gave her a place in Puget Sound local history as the first steamer to go above Falls City on the Snoqualmie River, his son, Capt. T. B. Randolph,[13] being interested with him. Other small steamers built on the Sound in 1883 were the *Swan* at Tacoma, *Arrow* at Olympia, *Squak* at Houghton, *Minnie Miller* at Lincoln, *Port Suisun* and *Lone Fisherman* at Seattle, the latter running on the Hood's Canal route. Other additions made to the fleet were the *Quickstep*, which was brought from the Columbia in July in command of Capt. Thomas Doig, and the launches *Hyac*, *Lula* and *Underwriter* from San Francisco. The latter was afterward sunk by the British bark *Latona* at Port Townsend, while in charge of her owner, Capt. J. W. McAllep. The schooner *Planter* was equipped with machinery and ran on the upper Skagit River. The *Eliza Anderson*, after a long period of rest, went into service again in October on the New Westminster route, with Tom Wright, captain, E. W. Holmes, first officer, and O. O. Denny, engineer. The *Cyrus Walker* also emerged from a five years' retirement, in command of W. E. Baker.[14] The Washington Steamboat Company was operating the steamers *Washington*, Captain Jackson ; *City of Quincy*, Captain Benson ; *W. K. Merwin*, Captain Merwin ; and *Daisy*, Captain Bailey. Capt. H. F. Beecher secured the Port Townsend and Bellingham Bay mail route and before obtaining a suitable steamer was obliged to charter the *Biz* at the rate of one hundred dollars per day. He afterward acquired the *Evangel* from Captain Benjamin. The *Gazelle* was sold in July to W. B. Scott & Co. and the *Hornet* to Edward Still.[15]

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[6] Capt. Clarence W. Sinclair is a native of Port Madison and commenced steamboating on the *J. B. Libby* with his uncle, Capt. Charles Low, in 1881. He was afterward engaged as fireman and watchman on the steamers *Nellie*, *Daisy*, *Phantom* and *W. F. Munroe*, and served as mate on the *Daisy*, *Messenger*, *May Queen* and *Nellie*, running for a short time as pilot on the Government snagboat. His first command was the steamer *City of Quincy*, on which he had previously served as mate. He was master of the *Quincy* and *Merwin* at intervals for five years and was for a short time in charge of the steamer *Idaho*, retiring from the water in the fall of 1893 and engaging in business at Snohomish, where he now resides.

[7] Capt. Eugene H. Jefferson of Seattle, Wash., was born in Delaware in 1845 and has been engaged in the marine business for thirty years, most of the time on the Atlantic Coast and Great Lakes. He came to Puget Sound in 1884 and took command of the United States snagboat *Skagit*, where he has since remained, making occasional trips to Gray's Harbor and other points in connection with Government work for the improvement of navigation.

[8] Capt. J. F. Vanderhoof was born in New York in 1830, and in 1850 was master of a tug running out of Chicago. He ran on the Great Lakes and on the Saginaw, Mississippi and Illinois rivers for many years, and came to Puget Sound in 1885.

[9] Capt. A. O. Benjamin was born in New York in 1843 and has been connected with the marine business at intervals for the past thirty years. His first work of this nature on the Sound was as master of the steamer *Evangel*, and on leaving her he took command of the *Phantom*. He has since owned and operated the steamers *Bee*, *Tressie May*, *Rustler*, *S. L. Mastick*, *Gipsy Queen*, *Ferndale*, *Maggie H. Yarro*, *Portland*, *Maude* and *Forsaken*, and the schooner *Emmett Felitz*. He has also been interested in the operation of the steamers *Colby*, *Rip Van Winkle*, *E. W. Purdy* and *Fanny Lake*, the schooner *Grace* and other sailing vessels. Captain Benjamin has been engaged on the Sound for a comparatively short period, but has been interested in a larger fleet of steamers than any other individual operating in that vicinity during that time. In addition to his steamboat business he has made a specialty of diving and wrecking. Further mention of his career on the Sound will be found in connection with the different steamers with which he has been identified.

[10] Capt. Elbridge Goding was born in Maine in 1834 and came to Puget Sound in 1876, after spending many years on deep-water vessels in various parts of the world. His first work on the Sound was as mate on the steamer *Zephyr*. He was afterward master of the steamers *Nellie*, *Rip Van Winkle* and *James Mortie*. In 1883 he constructed the steamer *Lucy*, which he ran for about three years, then selling her to the Treadwell Mining Company of Alaska. He next built the steamer *Rainier*, and, after disposing of her, was master of the steamers *Josephine*, *Phantom*, *Success*, *Augusta*, *Michigan*, *Mystic*, *Violet*, *Volga*, *Queen City* and *Grace*.

A large number of small steamers came into existence on the Columbia River and in other portions of Oregon and Washington in 1883, but none of the craft were of great importance. The *Lucea Mason*, a sternwheeler one hundred and ten feet long, twenty feet beam, and four feet six inches hold, with engines eleven by forty-eight inches, was launched at St. Helens by the Farmers' Transportation Company of Pekin, Wash., of which Capt. Isaac Thomas was the leading spirit. The steamer continued on the Lewis River route for about eight years, sinking occasionally but making a great deal of money for her owners. Thomas commanded the greater portion of the time, and W. G. Weir was also master for several years. The steamer *Governor Newell* was built at Portland for the Shoalwater Bay Transportation Company, and, in charge of James P. Whitcomb,[16] made her trial trip August 26th. She was one hundred and eleven feet long, twenty feet beam, and five feet hold, with engines twelve by forty-eight inches. She ran but little on the route for which she was intended and in 1885 returned to the Columbia, Capt. Charles Haskell running her for a short time. She was purchased by J. C. Trullinger in 1887, and Capt. P. A. Trullinger operated her for a short time on the Westport route from Astoria. She was sold to Capt. Charles O. Hill in 1889 and has since been handled by Capt. Minnie Hill.

CAPT. A. O. BENJAMIN

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[11] Capt. J. B. Kirkaldie of Hoquiam, Wash., was born in Illinois in 1860. His first marine experience was on the pioneer steamer *Tillie* on Gray's Harbor, of which he was managing owner and master for seven years. He sold his interest in the steamer in 1891, remained in command for another year, and then engaged in farming, making occasional trips since that time.

[12] Capt. Simon Randolph was born in Illinois and has had over a quarter of a century of experience on Northwestern waters. He was given command of the *Fannie* as soon as she was completed at Port Blakely in 1869, and was afterward in charge of many of the pioneer boats on the Sound. In 1868 he assisted Capt. Cyrus Smith in bringing the steamer *Lewiston* over the Cascades, and after going to the Sound was one of the first men to take a boat up to the headwaters of the White and Black rivers. He also ran for a long time on Lake Washington.

[13] Capt. T. B. Randolph, master and engineer, of Seattle, Wash., was born in Colorado in 1860. His first work was on the steamer *Lillie* as engineer in 1881. He was afterward in the same capacity on the *Edith R.* and as master on the *Edith*, in the ownership of both of which he was interested with his father. He was also engaged on the steamer *Clara*, the first on Lake Union, and on the steamer *Fannie*, the pioneer on Lake Washington. He is a son of Capt. S. B. Randolph, the pioneer navigator of Lake Washington, and is at present engaged on the steamer *Maude*.

[14] Capt. W. E. Baker of Port Gamble, Wash., was born in Maine in 1858 and in early years was sailing out of Atlantic ports. His first command on Puget Sound was the steamer *Colfax*, of which he took charge in 1883, remaining with her for five years. He has since commanded the tugs *Cyrus Walker* and *Yakima*, and has been engaged as mate on the *Daisy*, *Goliah* and others.

[15] Edwin Still, engineer, of Seattle, Wash., was born in England in 1858 and began steamboating on the *Linnie* on Puget Sound in 1879. He went from her to the tug *Blakely*, and has since followed his calling on the tugs *Seattle*, *Hornet*, *Quickstep*, *Nellie*, *Wasp* and *Biz*.

[16] Capt. James P. Whitcomb was born in Ohio in December, 1845, and crossed the plains in a prairie-schooner with his parents in 1847. He is the eldest of a well known family of steamboat captains and was taught the rudiments of the business by his father, who removed from Milwaukie, Or., to Willapa Bay in the fifties. The young man was engaged for several years on small steamers running on the lower Columbia and Shoalwater Bay and also ran as mate and master on towboats owned by Ordway, also working occasionally for the Oregon Railway & Navigation Company. From 1886 to 1888 he had command of the *General Custer* on Shoalwater Bay, and was for a long time master of the *Mountain Buck*, running on the Nasel River and Shoalwater Bay, and on leaving there engaged in the fishery business at Ilwaco, occasionally taking command of small steamers plying around Astoria and the mouth of the Columbia.

The steamer *Tom Morris*, a handsome little propeller, was constructed at Rainier by Capt. B. F. Stevens[17] and subsequently purchased by W. E. Warren.[18] In 1887 she was taken to the Sound, returning a few months later, and in 1888 was sent to Shoalwater Bay, where she was handled by Capt. Fred Whitcomb and Engineer Will Hall. She was condemned by the inspectors in 1890 and on being rebuilt was named *La Camas*. The steamer *Bay Center* was completed at Montesano in 1883, and the propeller *Gleaner* at Gray's River by Capt. Peter Jordan,[19] who operated her for five years, when she capsized off Tongue Point, drowning several passengers. At Chinook, Wash., Herbert Petit built the *Mountaineer*, which was afterward sold to John A. Devlin. She was sent to the Sound a few years ago, being handled by Capt. W. H. Ellis[20] and Engineer Charles W. Libby,[21] and is still in operation. She was handled on the Columbia by Herbert Petit, G. R. Babbidge and E. J. Moody. Petit also had charge of her engines. The *Mountaineer* is sixty-nine feet long, sixteen feet beam, and six feet hold. The propeller *A. B. Field* was constructed at Astoria for Badolett & Co., and was for several years in the coasting trade between Tillamook, Shoalwater Bay and Gray's Harbor. S. R. Babbidge was her first master and was succeeded by M. P. Johanson, John Gabrielson and George Bell. She was rebuilt and enlarged in 1888, and ran to Tillamook for a number of years, most of the time in command of Captain Bell. Capt. Lewis G. Haaven[22] built the small propeller *Maria G. Haaven* at Astoria, where she was operated until 1889 and then sent to Alaska. Haaven also completed the steamer *Relic*, and Capt. William Rehfield set the *Coyote* afloat at Knappton. The Sellwood Real Estate Company launched the *City of Sellwood* at Portland. She was a very fast propeller seventy-two feet long, sixteen feet beam, and five feet hold, with a pair of ten by twelve inch engines, and threw a bigger swell than an ocean steamship. She ran between Portland and Sellwood in charge of Capt. Charles Yarneberg, who was succeeded in 1886 by Capt. J. N. Fisher. In 1889 the steamer was purchased by John A. Devlin, who renamed her the *City of Astoria*, and Captain Babbidge operated her between Westport and Astoria. She was afterward sold to Shoalwater Bay parties and is still running out of South Bend.

CHARLES W. LIBBY

Capt. Stephen B. Ives, an ardent admirer of "Eloquent Bob," launched a handsome steam schooner at Portland under the name of *Robert G. Ingersoll*, but becoming financially involved before her completion was obliged to part with her, and her new owners rechristened her *Tressa May*. She was sent to Yaquina and in 1886 was purchased by James T. Chatterton,[23] who operated her for several years. She was the first steamer on the Pacific Coast equipped with a Westinghouse engine. The propeller *Union* was built at East Portland by E. Sorenson for a party of Gray's River farmers, making her trial trip November 2d. Capt. W. P. Dillon and Job Lamley operated her on the lower river for a few years, and she was finally sent to Alaska. Capt. George W. Taylor, who had been interested in steamboating for a quarter of a century, replaced the ancient *Commodore Perry* with the propeller *Oswego*, which was handled by his son W. W. Taylor, also by Ernest Loll,

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[17] Capt. B. F. Stevens has been engaged in the marine business for over twenty years. He is a brother of the well known steamship pilot, Irving Stevens, who died at Astoria in 1885. Captain Stevens was among the first in command of the steamer *Katata* and since her appearance has had charge of nearly every small steamer running out of the Bay City.

[18] Capt. W. E. Warren was born in Astoria, Or., in 1863, and has been engaged in steamboating at intervals for nearly fifteen years. He was master and owner of the steamers *Tom Morris* and *Favorite* for several years, and on disposing of the latter vessel was master of the *Puritan* for a short time. He has also had command of a number of other small steamers around Astoria, and while not engaged in steamboating sells real estate, of which he is a large holder in Astoria.

[19] Capt. Peter Jordan was born in Ohio in 1857. His first marine work was as engineer, in which capacity he engaged on the steamer *Rosetta* at Astoria in 1882, remaining with her for two years. He then went to Shoalwater Bay, where he sailed on the steamers *South Bend* and *Garfield*. On his return to the Columbia he purchased the steamer *Gleaner*, which he operated until she met with a terrible fate off Tongue Point, January 28, 1888. He was afterward engineer on the steamer *Wenona* for three years, and in 1891 took command of the new steamer *Queen*, where he still remains.

[20] Capt. W. H. Ellis of Seattle, Wash., has been in the marine business on the Pacific Coast since 1878 and is interested in several steamers on Puget Sound. His last vessel was the *W. H. Ellis*, which burned about two years ago.

[21] Charles W. Libby, the well known Puget Sound engineer, commenced his marine career in the Northwest, running out of San Francisco in 1880, and after leaving the steamship service was engaged on a number of the best known steamers on the inland sea. He has always met with excellent success, and has a thorough practical knowledge of all of the details of his profession. When not on the water Mr. Libby resides in Seattle, Wash.

[22] Capt. Lewis G. Haaven, born in Norway in 1846, began sailing out of San Francisco in 1876 on the schooner *Parallel*, remaining there and on bay schooners for two years. He went to Astoria in 1878. His first steamboat venture was the *Relic*, and after this he built the steamers *Maria G. Haaven*, *Annie* and *Frolic*, running them for about six years. He took the *Haaven* to Alaska in 1888 for a cannery company to which she had been sold, and the following year had command of the Alaska steamer *Novelty*. He also ran the *Haaven* for a year in Alaska waters and was with the steamer *Polar Bear*, running to Bristol Bay, for one season.

[23] Capt. James T. Chatterton of Newport, Or., was born in New York in 1851, and, after spending a few years at sea, arrived on the Columbia in 1868 and entered the employ of the Oregon Steam Navigation Company, remaining with them and their successors, the Oregon Railway & Navigation Company, as mate, pilot and master for thirteen years. He then took the steam schooner *Tressie May* from Portland on a sea-otter-hunting expedition for a few months, and on returning ran as pilot for a short time on the Kalama ferry-boat, afterward taking charge of the pontoons at Kalama for a period of sixteen months. He left there to go to Yaquina Bay, where he took command of the *Tressie May*, which he ran on the bay until 1888, when he built the steamer *T. M. Richardson*, with which he has since been engaged in ferrying and towing.

Fred G. Lewis and other masters, and is still in service. The propeller *Seaside*, the first steamer to cross the Cascade Mountains, was launched at Portland in 1885 for William Miller. She was engaged on the Willamette until 1887 and was then taken to the upper Columbia by rail, and afterward by the same method over the Cascade Mountains to the Sound. George W. Adams[24] was first in command. Capt. A. M. Simpson added the tug *Hunter* and the steamship *Beda* to his extensive fleet in 1883, both of which were built at Coos Bay. The *Hunter* was ninety-five feet long, twenty-one feet seven inches beam, and ten feet four inches hold, with engines fifteen and thirty by eighteen inches. Capt. James Magee was master while she was engaged on Coos Bay, and on going to Shoalwater Bay she was in charge of Capt. Al Stream. The *Beda* was about three hundred tons burden and was operated until 1886, at which time she was lost (see wreck of *Beda*). The steamer *Mink* was constructed at Marshfield for A. F. Hurd, who intended her for the Siuslaw River. Her owner ran as master until 1885, when he was succeeded by Clifton Campbell[25] and A. J. N. Campbell,[26] who handled her until 1890, when Hurd again took her, operating her up to the present time. The Campbells also built a steamer which they christened the *Comet*. She was launched at Aumsville, C. Campbell acting as captain until 1885, when he was relieved by Daniel Roberts. The steamer was reconstructed in 1890 and has since been in command of Manley Roberts.[27] On Yaquina Bay, Capt. L. E. Davis built the steamer *Rebecca C.*, which he is still operating, and R. A. Bensell[28] launched the *Mary Hall*, a small propeller, for jobbing around the bay. Other steam craft set afloat were the ferry-boats *Lizzie Linn* at Wallula for E. A. Linn, *Albina No. 2* and *Daisy Andrus* at Portland, and the scow *P. W. W.* for the Portland Water Company. Capt. George J. Ainsworth placed the small teak propeller *Alpha* on the upper Columbia, Captain Pingston making a few trips up the river with her pending the completion of the *Kootenai*.

CAPT. I. B. SANBORN

The Cœur d'Alene Transportation Company was organized December 16th by James Lotan, Z. J. Hatch, M. W. Henderson and I. B. Sanborn for the purpose of operating steamers on Lake Cœur d'Alene and its tributaries. The Oregon Steam Navigation Company inaugurated a daily round-trip service on the Astoria route with the steamer *Wide West*, hoping to secure some of the rich harvest which the *Fleetwood* was enjoying on account of her fast time schedule. The river business of the Oregon Railway & Navigation Company for the year ending December 3d amounted to $1,010,145. During the same period the earnings on the Puget Sound Division were $245,449, Ocean Division $980,036, Railroad Division $2,810,402. The most pretentious vessel built on the Columbia in 1883 was the steamer *Emma Hume*, launched at Astoria, November 22d, for the coasting trade. She cut but little figure in this traffic under her original name and in February, 1885, was lengthened, rechristened the *Alliance* and sent north on a whaling expedition in connection with the *Northern Light*. She

CAPT. JAMES T. CHATTERTON

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[24] Capt George W. Adams was born in Virginia in 1857 and began going to sea when a boy on the ship *Isaac Jeans*. He arrived at San Francisco in 1875 and commenced running on the steamship *Orizaba* to San Diego, leaving her to go to Puget Sound, where he ran on the steamer *Alida*. On reaching the Columbia he served as master of various steamers out of Portland and Astoria. He had charge of the *George H. Chance* on several deep-sea fishing expeditions, and has since run out of Portland on coasting steamers.

[25] Capt. Clifton Campbell of Marshfield, Or., master and engineer of the steamer *Fawn*, has been steamboating on Coos Bay since 1876. He is a son of Capt. A. J. N. Campbell.

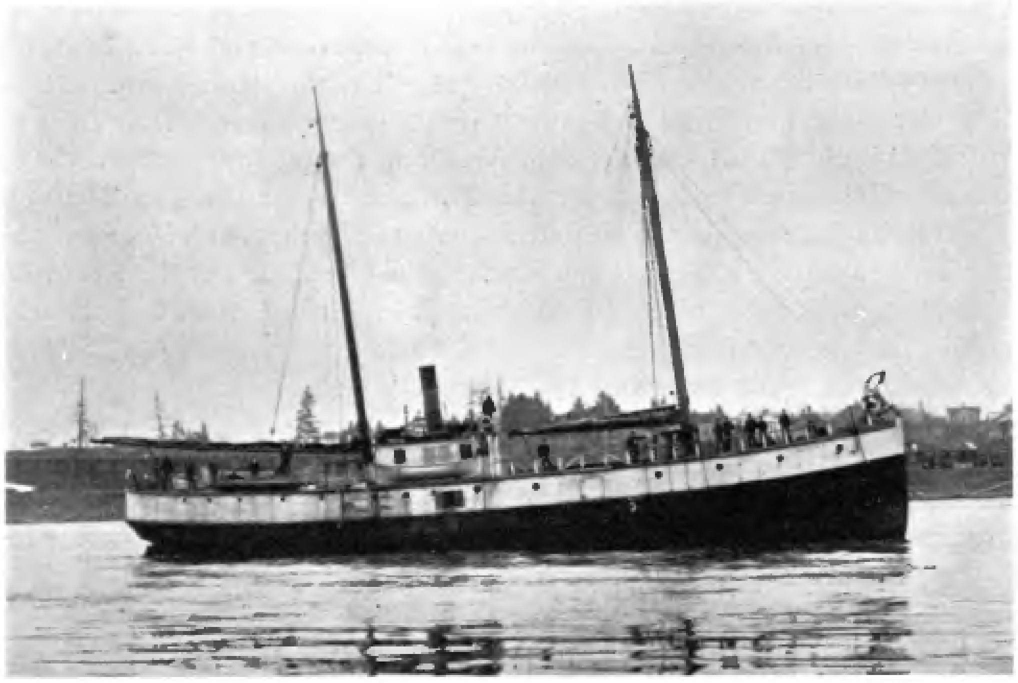
[26] Capt. A. J. N. Campbell of Marshfield, Or., master and engineer, was born in New York in 1815 and served for a great many years as machinist and engineer in the East. He moved to Coos Bay in 1875 and the following year built the *Juno*, with which his son Clifton served as master and engineer. After operating the steamer for seven or eight years he sold her to N. J. Cornwall, and in 1884 constructed the steamer *Coos*, ran her for a short time and then sold her to H. Dunham. He also rebuilt the steamer *Wasp* and purchased the *Bertha*. In 1891 he constructed the *Fawn*, which he still owns.

[27] Capt. Manley Roberts, master and engineer, of Marshfield, Or., was born in Missouri in 1856. He commenced his marine service on the steamer *Annie* on Coquille River in 1881, was afterward engineer on the steamer *Katie Cook*, and for fourteen months served in that capacity and as master of the *Comet*. At present he is engaged on the steamer *Blanco*.

[28] Capt. R. A. Bensell of Newport, Or., was born in Wisconsin in 1838 and commenced steamboating on Yaquina Bay in 1882 on the propeller *Mary Hall*, which he ran for two years between Yaquina and Elk City. In 1884 he took charge of the steamer *Cleveland*, which he operated on the same route for five years and then sold out his interests and retired from the business.

remained in that occupation until 1888, when she was purchased by the newly organized Portland & Coast Steamship Company, making her initial trip to Shoalwater Bay and Gray's Harbor, July 7th. In April, 1889, she sank near Postoffice Bar in the Willamette River in a collision with the steamer *Danube*. She was raised and repaired on Sauvies Island and continued on her old run until 1892, when she was laid up. L. A. Bailey and John Peterson were in charge of her most of the time, and J. S. Kidd and Moses Yocum were her engineers. The *Alliance* is one hundred and twenty-five feet long, twenty-seven feet beam, and twelve feet hold.

Lumber and coal supplied an immense fleet of sailing vessels in the Northwest with cargoes in 1883. In the Nanaimo coal trade were the *Harvester*, *Belvidere*, *Blue Jacket*, *Alaska*, *Jabez Howes*, *Two Brothers*, *Undaunted*, *Theobald*, *Bullion*, *Chrysolite*, *Lady O'Brien*, *Pengwern*, *Ferris F. Thompson*, *Don Nicholas*, *Revere*, *Richard III.*, *Nanaimo* and others. The latter vessel was built in British Columbia, and in command of Captain Dodd sailed for San Francisco on her first voyage January 8th, with 737 tons of coal. The Burrard's Inlet lumber fleet included the ships *Antelope*, *Gloaming* and *Duke of Argyle*, barks *Eldorado*, *Cornet*, *Ellen*, *Highland Glen*, *Jubilee*, *Niphon*, *Rainbow*, *Chinzee* and *Elizabeth Hostle*. Other vessels making occasional trips to the Bay City were the clipper *Wealthy Pendleton*, barks *William Tabor*, *Enoch Talbot*, *Suletelma*, *Fleetwind*, *Callerou*, *Vale*, *Moravian*, *St. Lawrence*, *Germania*, *Forest Queen*, *Jean Pierre*, *David Tennie*, *Annie Kemp* and *Mercury*, the latter an old-line packet ship with a record of twelve days and fifteen hours from New York to Havre. The schooner *Letitia* loaded lumber at Burrard's Inlet and the *W. H. Renton* at Cowichan for the Fiji Islands. Vessels arriving at Victoria with cargoes were: the *Rover of the Seas*, Captain Gaudin; *Jessie Osborn*, Lehy; *Grace Gibson*, Libbet; barks *Miako*, Cantache; *Chasca*, Prideaux; *Stormy Petrel*, Read; *Prince Rupert*, Shaw; *Princess Royal*, Barfield; *Martaban*, Hodge; *Lady Head*, Van Guard; *J. Sprott*, Bodryddhan; *Lee Boo*, Mutch. Among those arriving with steel rails for the Canadian Pacific Railway were the *King Ceolric*, *King Cedric*, *John De Costa*, *Kate F. Troop*, *Campbell*, *Rowland Hill* and *E. H. Morris* from Cardiff and Newport. A great many vessels came there seeking, among them the ships *Invincible*, Captain Strickland; *Governor Goodwin*, Leicester; *Mabel Taylor*, Stanley; *Edwin Reed*, Cate; *Straun*, Cooper; *T. R. Foster*, Rugg; *Pacific Slope*, Hardie; barks *Tiber*, Newby;[29] *Nautilus*, Smith; *Priscilla*, Young; *Montana*, Nelson; *Mindora*, St. Clair; *Granite State*, Ross; *Ella S. Thayer*, Davis; *Antwerp*, Smith; *Professor Nordenskold*, Jensen; *Alice Cooper*, *Emma T. Croll*, *Elizabeth*, *Florence Street*, *Coburn*, *Corfin*, *Litchfield*, *John Bunyan*, *Hattie E. Tapley*, *John C. Munroe*, *Sir William Wallace*, *Oswego*, *Marina* and *Plato*. Most of these put into Royal Roads to await advices before going to the Sound to load. Among the American vessels in the lumber trade on the Sound were the ship *Oriental*, Capt. L. L. Simmons; barks *Charles B. Kenny*, C. H. Dahler; *Lizzie Marshall*, Adolph Bergman;[30] *W. W. Crapo*, Hardie; *H. W. Dudley*, Dudley; *Otago*, Boyd; *Hesper*, Ryder; barkentines *Retriever*, Sloane; *Mary Winkleman*, Ulberg; *Amelia*, Newhall; *Kitsap*, Robinson; schooners *John F. Miller*, Hanson; *Mary E. Smith*, Johnson; *William Renton*, Eschen; and the brig *Hazard*, Paulsen. The Columbia River grain fleet consisted of forty-one British barks and twenty-five ships, nine American ships and three barks, one Swedish and two German barks. The smallest was the British bark *Coldstream*, 546 tons, and the largest the American ship *Henry Villard*, 1,553 tons. Forty-one were over 1,000 tons, twenty-nine over 1,100, twenty-two over 1,200, thirteen over 1,300, seven over 1,400, and three over 1,500.



PORTLAND & COAST STEAMSHIP COMPANY'S "ALLIANCE"

The sailing fleet received many valuable additions this year. Hall Brothers launched the three-masted schooner *Dora Bluhm*, 330.44 tons, the *Rosalind*, 273, *Corona*, 394, and the Hawaiian steamer *Planter*, a vessel of one hundred and sixty feet keel, twenty-nine feet beam, and twelve feet hold. The schooner *Carrie B. Lake*, afterward engaged in the deep-sea fishing business, was also built on the Sound. The barkentine *Skagit*, 481 tons, was built at Port Ludlow, and the three-masted schooner *Jennie Wand* at Marshfield by H. R. Reed. At South Bend the schooner *Sailor Boy*, 316 tons, was set afloat for the lumber trade. Other vessels constructed in the Northwest were the schooners *Parkersburg*, 117 tons, at Parkersburg, Or.; *Glen*, 121, at Marshfield, Or.; *Columbia*, 26, at Knappton, Wash.; *Rustler*, 46, at East Sound, Wash.; and the steam whaler *Balæna*, 386, at Ballard, Wash.

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[29] Capt. John Newby was born in Liverpool in 1849 and entered service on sailing vessels as an apprentice, receiving his first command, the bark *Grasmere*, in 1878. He left her to take a position as first officer on the steamship *Ben Gore*, running in the Liverpool and Mediterranean trade. In 1880 he became captain of the bark *Tiber*, which he sailed for three years, losing her in a terrible gale in Royal Roads in 1883. While in charge of the *Tiber* he rescued twelve Japanese sailors from a sinking vessel, and for that service was decorated by their Government with the order of the Red Ribbon [Shokum Kioku]. After the loss of the *Tiber* he was placed in command of the ship *Chrysolite*, afterward sailed the bark *Nanaimo* four years and was then appointed a regular pilot of the Victoria and Esquimalt district.

[30] Capt. Adolph Bergman was born in Prussia in 1851 and began his seagoing career at the age of seventeen. He commenced sailing out of San Francisco in 1872 on the brig *Curlew* and continued running in the coasting trade for several years. He was in command of the bark *Lizzie Marshall* when she was wrecked in February, 1884. For the last few years he has been master of the bark *Big Bonanza*, operated in the lumber trade.

CAPT. JOHN F. JAGERS

The financial loss by marine disasters in 1883 ran into the millions, and fully one hundred lives were sacrificed in the numerous accidents. The most terrible catastrophe which had occurred since the loss of the *Pacific* in 1875 befell the steamship *Grappler*, formerly the well known gunboat for many years stationed at Esquimalt. After her sale by the Government she was placed in the coasting service by Warren Saunders, and in command of John F. Jagers,[31] with John Smith, first officer, William Steele, chief engineer, and Dyer, purser, sailed from Victoria, April 28th, with a cargo of cannery supplies and about one hundred passengers, of whom a large number were Chinese. The vessel called at Departure Bay, loaded forty tons of coal, and then stopped at Nanaimo, Sunday afternoon, and discharged fifty kegs of powder, starting north immediately afterward. About four o'clock she hailed the steam schooner *Grace* and took pilot Sidney Franklyn on board. Shortly before 10:00 P. M., and, just after the steamer had passed Duncan Bay, fire was discovered in the hold. Engineer Steele was the first to notice the suspicious odor of smoke, and at once notified Captain Jagers, who was on watch at the time. The latter gave orders to have the hose laid and the pumps in readiness and then began an investigation. Smoke was curling up from the forward end of the boiler, near where the coal for use on the steamer had been piled under the upper deck fore hatch, and before the pumps were started the flames belched forth from under the main deck and spread rapidly toward the engine-room, which was located in the bottom of the vessel. Steele succeeded in starting the pumps, but was driven from his post and reached the upper deck after a desperate struggle with the flames. As soon as it became evident that the fire was beyond control, Captain Jagers ordered the vessel headed for shore, which was but a short distance away. The helm was put to starboard, but, when an attempt was made to steady her, it was found that the wheel ropes had been destroyed by the flames, and the vessel swung round in a circle, uncontrollable and helpless in the roaring tide. Fire was blazing from the side ports and hatches, scorching the faces of the panic-stricken passsengers, who blocked the passages on either side of the deck-house, retarding the work of launching the boats. The engine-room was a seething mass of flames, in the midst of which the ponderous engines, racing at full speed, were aiding the work of death and destruction by forcing the doomed craft through the water with a rapidity which made the lowering of a boat almost an impossibility. If one reached the water without swamping, the crazed Chinese promptly loaded it with rice and personal effects, on top of which they piled in such numbers that it immediately went to the bottom. John McAllister, one of the passengers, had four large fishing-boats on board which he succeeded in launching over the stern of the steamer, and embarking in one of them began picking up the unfortunates struggling in the water. In this manner several were rescued and landed on Valdez Island. Captain Jagers was unable to go aft on account of the blinding flames and smoke, and continued throwing overboard everything which might aid the unfortunate passengers in reaching shore. He remained with his ship until the forward deck fell in, leaving him but a few feet of plank near the stem, on which he stood for a few minutes with his face, hands and legs severely burned, and then jumped over the bow into the ice-cold water. Several of the victims who had left the deck before he made the plunge were hanging over the bow by lines, which were burning apart and gradually ending the unequal struggle. Fearful lest some of these unfortunates might seize him with their death grip, Jagers struck out for the open, and after recovering from that fearful sensation caused by passing from intense heat to icy cold found himself outside the pall of fire and smoke which surrounded the burning vessel and comparatively near the land, which was illuminated by the flames. The tide was carrying him down at a fearful rate, but by a last despairing effort he reached an eddy, which deposited him on a large boulder, leaving him there unconscious. Several hours later he was picked up by some timber men who had a camp near the scene of the accident and had started after the blazing steamer. They had been unable to reach her before she was carried through Seymour Narrows, and in returning to camp found the captain, whom they succeeded in reviving after several hours of hard work. Captain Jagers was the only one who landed on the Vancouver Island shore, and the first news that reached civilization was to the effect that he had perished, as he was last seen with his vessel a few minutes before her decks fell in. The exact number of lives lost is not definitely known, as the purser's records were destroyed, but as nearly as can be ascertained the list of deaths is as follows: Lambert G. Vivalle, C. Bush, Johnson Robinson, Bradford J. Cardam, Charles Lord, Duncan McLean, A. Dietrick, C. Croshong, Donald McPhail, Henry McCleeick, William Smith, George Thomas, six Americans, names unknown, who were going north to work in Turner, Beeton & Co's cannery, sixty-eight Chinamen and two Indians. The survivors remained with the Indians in the vicinity until word was sent to Victoria and the steamer *Alexander* dispatched to bring them back to Nanaimo. The members of the crew saved were: J. F. Jagers, captain; William Steele, chief engineer; H. Dyer, J. Smith, M. Conlin, George Bovell, James McGura, D. Sanguinette, and two Indians. Passengers: John McAllister, John J. Jones, Henry Halenkamp, Edward Lane, W. Rowe, Silas Lane, R. K. Hall, John Cardano, Julius Sigmund, Kenneth Henderson, David Brown, Henry McClusky, Cyrus Frederick and thirteen Chinamen.

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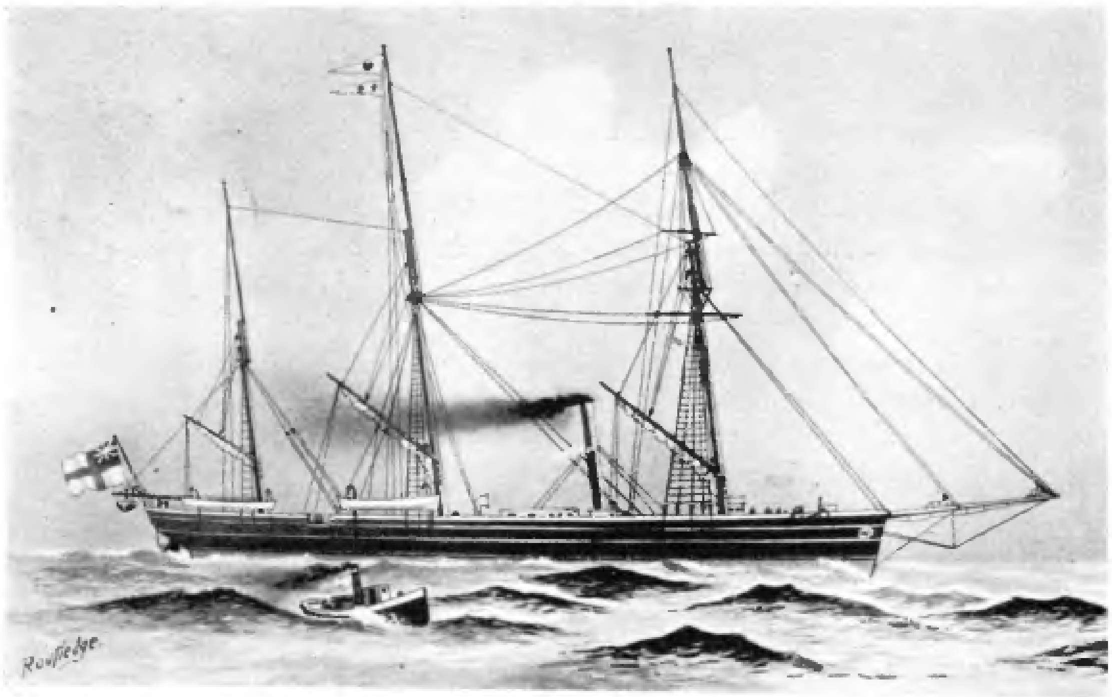
[31] Capt. John F. Jagers of Victoria, B. C., was born in Germany in 1851 and commenced going to sea when a boy. After sailing in various parts of the world he arrived in Victoria in 1878 as second mate on the ship *Gondolier*, which he left in Victoria for a position as mate on the steamer *Beaver* with Capt. J. D. Warren. He remained with the pioneer craft in that capacity for two years and then took charge of her, handling her very successfully for over three years in the towing and general jobbing business. He then assumed command of the tug *Pilot*, from which he went to the steamer *Grappler*, remaining with her until she came to a disastrous end in 1883. As soon as he recovered from his terrible experience on that ill-fated craft, Captain Jagers was again given charge of the *Beaver*. A year later he joined the big tug *Alexander* as mate, and in the spring of 1888 entered the employ of the Canadian Pacific Navigation Company as master of the steamer *Princess Louise*. He has since remained steadily in that service, commanding the *Yosemite*, *R. P. Rithet* and various other steamers operated by that company.

At 2:00 A. M., May 13, 1883, while the steamship *Mississippi* was lying at the dock in Seattle with one thousand tons of coal aboard, a fire broke out and spread so rapidly that Chief Engineer Knapp was burned to death in the cabin, where his charred remains were found the next day among the ruins. First Assistant William Winter[32] also had a very narrow escape. Before the fire could be subdued it had reached the dock, causing a damage of twenty-five thousand dollars, in addition to the total loss of the steamer, which was valued at two hundred thousand dollars. The tug *Goliah* went alongside of the wreck Monday morning and pumped water in until the steamer sank in twenty-five feet of water. Attempts were afterward made to raise her but without avail, and in the fall the engines and boilers were removed and the hull abandoned. A similar catastrophe, with even more fatal results, overtook the sternwheel steamer *Gem*, February 7th. While *en route* from Seattle to Union City in command of Captain Williamson, with P. L. Plaskett,[33] chief engineer, the steamer caught fire and burned to the water's edge three miles off Appletree Cove. A considerable quantity of hay was stowed aft of the boiler, and in this the fire started, burning the tiller ropes and rendering the steamer unmanageable. But four passengers were on board, F. C. Vickery and wife, Miss Vickery and F. G. Buffum. The two former were drowned in attempting to get away from the steamer, as also were E. Raisback and George Gowan, deckhands, and the Chinese cook, who left in a small boat, which capsized. The others stayed with the burning craft until they were rescued by some loggers living in the vicinity, and were afterward picked up by the steamer *Addie*, which started to tow the wreck, but the *Evangel* came along and threw such a swell that it was swamped and went to the bottom.



STEAMSHIP "GRAPPLER"

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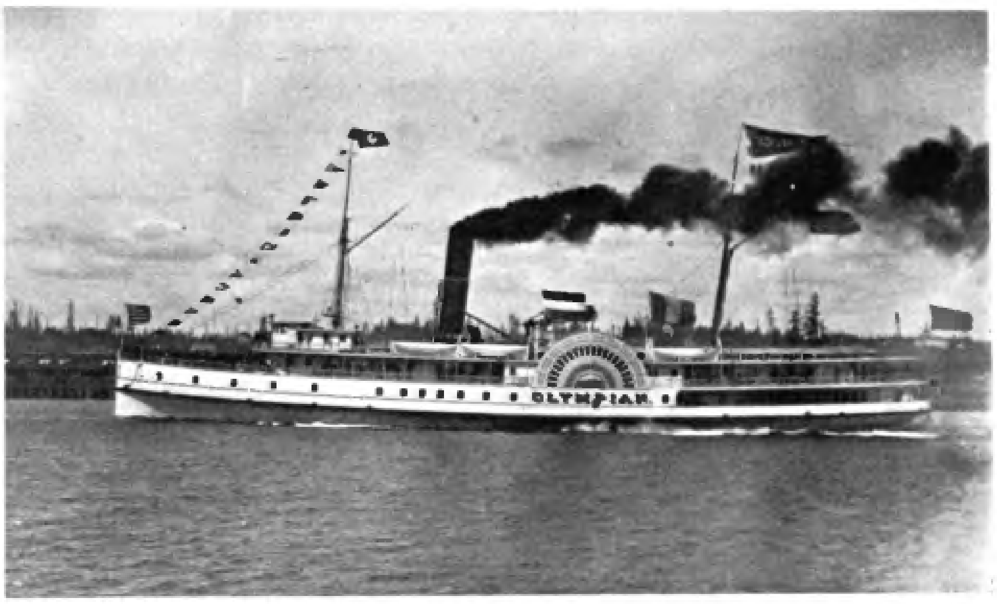
[32] William Winter, engineer, was born in England in 1846 and began his marine career on the Atlantic Coast, running in Webb's line to Cuba. He arrived on the Pacific Coast as water-tender on the *City of San Francisco* in 1875, and, after making a trip to Australia with that steamer, returned East, starting westward again in 1880. He ran on the steamship *Wilmington* for a trip and then joined the *George W. Elder*, on which he served for over a year, with the exception of a voyage to the Aleutian Islands in the service of the Alaska Commercial Company. He was next on the steamship *Mississippi* as first assistant until she burned at Seattle, and held the same position on the steamship *Victoria* for several months. The next few years he spent in the Arctic Ocean as chief on the steamers *Narwhal* and *Thrasher*, and since then has served on the steamship *Oregon* as third assistant, on the *Newbern* as second assistant, on the steamers *Ferndale*, *Cleone* and *Dora* as chief, and on the steamships *Karluk*, *Alexander*, *Dakota* and *Noyo* as first assistant.

[33] P. L. Plaskett, engineer, of San Francisco, was born in Pennsylvania in 1856 and commenced his marine career on the Pacific Coast on the steamship *Willamette* in 1881. The following year he was engaged on the steamer *Gem* on Puget Sound, of which he was chief engineer when she burned in 1883. At the time of the accident Plaskett floated on a gangplank for six hours before he was finally rescued by the steamer *Addie*. He was afterward engaged on the steamships *Ancon*, *City of Puebla*, *Mexico*, *Queen*, *State of California* and *Alexander Duncan*. He spent one year in the Arctic on the whaler *Bælena*, and on his return joined the steamship *Al Ki*, where he has since been stationed.

The steamer *Josephine*, set afloat from an adjoining yard within a few days of the *Gem's* launching, exploded her boiler January 16th at Port Suisun, instantly killing Robert Bailey, captain; John Turner, purser; Amador Bolina, steward; David Sparks, assistant steward; Johnson, deckhand; Sam Cavanaugh, fireman; E. E. Cannon, a traveling salesman from New York, and Samuel Babbitt, a farmer, passengers. The accident happened at noon, the captain having relieved Engineer Dennis Lawlor, who had gone to dinner, leaving Johnson at the wheel. The steamer was about a mile off shore, and when the explosion occurred the crown sheet went up through the pilot-house, carrying Johnson with it. The boiler was blown entirely out of the boat, making a great hole in the bottom. A large quantity of wood in the hold kept the hull afloat, and it was found bottom up about four miles from the scene of the disaster by the steamer *Politkofsky*, towed into Tullalip Bay and righted, subsequently being rebuilt. Engineer Lawlor and six other survivors were rescued by some Indians living on shore and taken to Seattle by the *Politkofsky*. The *Josephine* was owned by Captains J. B. Ball, N. Hartman and Fritz Dibbon, and was usually commanded by the latter, with Hartman, purser, and James Kirch, engineer. Fortunately for these three they had remained at Port Townsend to change the boat's papers.

The steamship *Victoria*, which was the old *Bolivar* lengthened and renamed, made her last port November 28, 1883. In command of Captain Reichmann she started from Victoria for San Francisco, and in keeping too close in shore piled up on Cape Blanco reef, becoming a total loss. She was insured for $120,000, and John Bermingham purchased the wreck for $900 and the cargo for $110. Captain Reichmann was censured for the accident and temporarily relieved of his license. The steamship *Tacoma*, after but thirty day's service on the Pacific Coast, was wrecked January 29th about four miles north of the Umpqua. The steamship, while *en route* for San Francisco with thirty-five hundred tons of coal from Tacoma, ran aground at full speed at 9:00 P. M., a faulty compass being blamed for the disaster. She was in charge of George D. Kortz, captain; L. L. Simmons, first officer; C. Rodman, second officer; R. H. Willoughby, third officer; H. Wilson, chief engineer; J. K. Grant, first assistant; A. W. Moffatt, second assistant; A. Pringle, third assistant. Captain Kortz and a few of his men went ashore for assistance the next morning, and the tugs *Escort*, Captain Magee, *Sol Thomas*, Captain Lawson, and *Fearless*, went to the scene but were unable to be of much use owing to the heavy sea running. The cowardly life-saving keeper refused to send his boat to the rescue, but John Bergman,[34] with a volunteer crew consisting of Andrew Parson, Ben Dexter, Robert Burns and two others, saved eighteen lives at the risk of their own. First Assistant Grant was the hero of the wreck. When the last boat was ready to leave, a short time before the steamer broke up, he stood with drawn revolver and stopped the mad rush of those still remaining on board, thereby preventing them from overloading the boat and destroying their only chance of reaching shore. After restoring order and discipline he refused to enter the boat until all of the other members of the crew were in. Unfortunately the boat capsized, and, though the heroic Grant reached shore, he was so weak from exposure and the injuries he received in the surf that he lived but a short time. Nine others who were with him perished in the breakers. These were Alexander Allen, storekeeper; Michael McGuire, Patrick McGuire and Patrick Hayden, firemen; Henry Gardiner and Patrick O'Neill, messmen; Edward Mockle, second cook; J. N. Casey and Richard Farrell. The *Tacoma* was a splendid new steamship built for the coast coal trade, and, as she was wrecked before she had earned a dollar, the loss was a heavy one. Bergman and his associates, whose heroism was the means of saving so many lives, were each presented with a gold medal by the United States Government.



STEAMER "OLYMPIAN"

The steam schooner *Ona*, with which Capt. Charles Yarneberg had made the first trip up Tillamook River as far as Lincoln, was lost at Newport, September 26th, while in charge of Capt. F. H. Treat.[35] A quartet of shipwrecks occurred at Royal Roads in 1883 during a high gale. The British barks *Connaught* and *Tiber* and the American ships *Gettysburg* and *Southern Chief* were driven ashore. The *Connaught*, 698 tons, Captain Simpson, was wrecked at Albert Heads with 500,000 feet of lumber aboard, Welch, Rithet & Co. purchasing her for $900. The *Tiber*, 1,028 tons, Captain Newby, struck at Royal Bay and was so near a complete wreck that the *Connaught's* buyers secured her for $325. The *Southern Chief*, 1,283 tons, Captain Higgins, was purchased by Lieutenant Lee of H. B. M. ship *Swiftsure* for $600. He afterward sold her to San Francisco parties for $1,500, and she was subsequently repaired and placed in service, running in the lumber trade until 1894, when she went to pieces off Cape Flattery (see wreck of *Southern Chief*, 1894). The *Gettysburg*, 1,015 tons, Captain Theobald, was sold to H. Saunders for $1,200. Her purchaser raised her and after some repairs disposed of her to Captain Baker of the *Richard III.* for $9,000. Baker made further repairs, loaded her with lumber and sailed for the Cape of Good Hope, reaching his destination in safety, though the vessel was condemned at Cape Town on arrival. The American barkentine *C. L. Taylor*, formerly the United States steamer *Wenona*, while *en route* from Port Townsend to San Pedro, encountered a heavy southeast gale and high sea twenty-five miles southwest of Cape Flattery, and a sudden squall threw her on her beam ends. The masts were cut away, and she righted. A six-year-old son of Capt. Alexander Bergman was washed overboard, his father jumping after him but failing to save him. After the vessel righted Mrs. Bergman was found dead in the cabin. The second mate and six men left the wreck for Vancouver Island in a boat, and the captain, first mate and cook stayed by the vessel and were taken off by the bark *Arcturus* at 7:00 P. M., February 21st.

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[34] Capt. John Bergman was born in Germany in 1847. At the age of fifteen he began deep-water sailing from his native country and continued in that vicinity until 1869, when he arrived at New York and from there started for the Pacific Coast, shipping as sailor on the schooner *Forest King*. The latter part of the year he made his way to the Columbia River and engaged in fishing, in which industry and the cannery business he continued until 1883. He then went to the Siuslaw River and bought an interest in the steamer *Favorite*, operating her for a year. He was subsequently on the *Lillian* and the *Mischief*. Captain Bergman was at Umpqua when the *Tacoma* was wrecked and rendered valuable assistance in rescuing those aboard. In 1891 he was appointed keeper of the life-saving station at Gardiner, Or.

[35] Capt. F. H. Treat was born in Searsport, Me., in 1840, and began sailing in the coasting trade on the Atlantic Coast when a boy, afterward making several deep-water voyages to various portions of the world. In 1869 he came overland to the Pacific Coast and secured a berth on the ship *Coquimbo*, sailing in the Puget Sound lumber trade. From the *Coquimbo* he went to the barkentine

CAPT. CHARLES RICHARDSON

The bark *Revere*, Capt. J. F. Hinds, 795 tons, from Honolulu for Port Townsend in ballast, was wrecked September 9th in San Juan harbor. She sailed August 22d and came in during a thick fog at 5:00 A. M. The noise of the surf was heard, and, though both anchors were let go, she drifted and struck the shore broadside on and soon punched a hole in the bottom. The crew and passengers were brought to Victoria by the Indians the next day, but a heavy sea prevented saving much from the wreck. The American bark *Whistler*, another old-timer, in command of Capt. J. F. Soule, was driven ashore on the weather beach between Cape Hancock and Shoalwater Bay, while *en route* from San Pedro to Astoria in ballast. She struck at 2:30 A. M., October 27th, and became a total loss. Thick weather and a strong northerly current, with which the master was unfamiliar, caused the accident. The British bark *Cairnsmore*, Captain Gibbs, from London for Portland with 7,500 barrels of cement, was wrecked on Clatsop Beach, September 26th. The captain lost his reckoning during a continued spell of foggy weather and came in on a moderately heavy swell at 11:00 P. M. On hearing the breakers her sails were put aback, but too late to enable her to get away from the land. A heavy surf prevented the crew from reaching shore, and the presence of the wreck was not known for fifteen hours. The crew finally took to the boats and were picked up by the steamship *Queen of the Pacific* and taken to Astoria. The vessel was valued at $48,000 and her cargo at $18,000. The American ship *War Hawk*, 1,015 tons, Captain Conner, burned in Port Discovery harbor at 1:00 A. M., April 12th, proving a total loss. The schooner *Phœbe Fay*, from Port Discovery for San Francisco, became water-logged and lost her rudder off Cape Foulweather, April 16th. The crew were rescued by the steamer *Mississippi* and taken to Victoria.

The *J. C. Cousins*, which had been used off the mouth of the Columbia River by the bar pilots working in opposition to Captain Flavel, was wrecked October 7, 1883, and the mystery surrounding her sudden end has never been cleared up. The *Cousins* had been on the bar since March, 1881. Captains Charles Richardson,[36] Henry Olsen, Thomas Powers, H. A. Matthews and Woods were attached to her, the latter's name appearing on

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Eureka, serving as second and first mate. After coasting for several years he shipped as mate on the *Herbert Black*, in the Chinese passenger trade between Portland and Hongkong. In 1881 he located in Portland, and, with the exception of one trip to Hongkong on the *Coloma*, remained there until 1886, running small steamers on the Columbia River and Yaquina Bay. He was master of the steamer *Ona* when she was wrecked on Yaquina bar in 1883, and of the *Requa*, lost on Klamath River bar. While in Portland he took the small sidewheeler *Cleveland* around from the Columbia to Yaquina Bay. Captain Treat is now a resident of San Francisco.

[36] Capt. Charles Richardson was born in New London, Conn., in 1850, and sailed out of New Bedford on his first voyage in 1867 on the whaling bark *Oak*. After a two-years' cruise he returned from the north and began sailing in coasting schooners. While in this service he was cast away on Long Island on the schooner *Ruth Shaw* of Philadelphia. He then returned to New York, going thence to Galveston, Pensacola and Richmond, finally making his way once more to the American metropolis, where he joined the yacht *Tearolinta*. For the next three years he was sailing-master on the yachts *Sappho*, *Tidal Wave*, *Foam* and *Gracie*. He was with the *Sappho* while she was engaged in the international contest for the Queen's Cup. While the yachts were out of service Captain Richardson made occasional trips to the West Indies, Cuba and Savannah. In November, 1874, he joined the lighthouse tender *Putman* of New York, remaining with her five years, when he was transferred to the *Manzanita*, with

the list as master. Boatkeeper Zeiber had brought the schooner into Astoria for supplies, and sailed from that city on the morning of October 6th, three others accompanying him. She passed Fort Stevens safely and was seen in the afternoon at anchor near Clatsop Spit. The tug *Mary Taylor* was lying in Baker's Bay, and in the evening her crew watched the *Cousins* sail out through the breakers. She ran off shore a short distance, and, when last seen before dark, was standing in. She was sighted again the next morning and continued sailing about outside all through the forenoon, occasionally tacking and going off shore. About one o'clock she headed for Clatsop Spit and came gracefully in before a light breeze, striking at 2:15 P. M. People living in the vicinity, who had been watching her movements until this time, had supposed that she was properly manned, but on investigation it was found that her crew had vanished, and no trace of them was ever found. The papers were missing and also the small boat used by the pilots in boarding ships. Zeiber and his companions were never seen again, and their fate will always remain a mystery. It was rumored that the boatkeeper had been engaged to wreck the schooner and disappear, and several reports reached Astoria in after years to the effect that he had been seen in different parts of the world. None of these stories were substantiated, and the only plausible theory is that the vessel struck on the spit in passing out and frightened those aboard into leaving in a small boat, which probably capsized in the breakers. The *Cousins* was a very handsome piece of marine architecture and was originally intended for a yacht. Her interior furnishings were elegant, and she was a very fast sailer. The opposition pilots replaced her with the *City of Napa*, a small centerboard sloop, which was chartered in San Francisco by Dan Welch and George W. Woods and operated for a few months until the State built the pilot schooner *Governor Moody*. The steamer *Fanny Lake*, built at Seattle in 1875, burned on the Skagit River while passing the town of Sterling in command of her owner, Capt. John Hill, May 21, 1883, and all of the upper works were destroyed. She was afterward reconstructed and continued running for ten years, going up in smoke again in 1893 in Sullivan Slough, near La Conner. This last disaster ended her career.

FRANK H. NEWHALL

The steamer *Augusta*, constructed in 1880, burned at Port Madison, but was afterward rebuilt. She was owned by Capt. William H. Hamlin,[37] who placed his loss at $1,000. The bark *Pomare*, launched at Sooke, B. C., several years before, under the name *Robert Cowan*, was wrecked near Honolulu, February 18th. Another Puget Sound bark, the *Martha Rideout*, Captain Sears, from Tahiti for Honolulu, was so severely injured in a hurricane August 12th that she was condemned on reaching her destination. She was owned by Renton, Holmes & Co. The new steamship *Queen of the Pacific* grounded on Clatsop Spit, September 5th, and was compelled to throw over several hundred tons of cargo. At the following high tide the tugs *Pioneer*, *Brenham*, *Columbia* and *Astoria*, assisted by the *General Miles*, towed her off. The *Queen* had the narrowest escape of any vessel that ever grounded there. The tugboats, after considerable litigation, were awarded $65,000 for their services. The steamship *Beaver*, now nearing her fiftieth birthday, struck a rock at the entrance to Burrard's Inlet and went to the bottom. She was raised with but little difficulty and continued in active service.

A. J. FELLOWS

Two lodges of the Marine Engineers' Association came into existence in the Northwest in 1883. The first of these, No. 38, was organized in Seattle, April 18, 1883, with a charter membership of twenty-one, with the following officers: Robert Moran, president; Felix O'Neill, vice-president; D. H. Callahan, recording secretary; W. A. Berry, financial secretary; Frank W. Bird, corresponding secretary; M. Rounds, treasurer; A. Cutler, chaplain; G. N. Gilson, doorkeeper; James Dunham, conductor. Meetings were held in Engine House No. 1 on Columbia Street, and the lodge had gained a membership of seventy-eight, when it was disbanded in 1885 and reorganized at Port Townsend, February 7, 1889, with the following officers:

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which he came to the Pacific Coast, arriving at San Francisco in 1880. A few days later he was appointed first officer of the tender *Shubrick*, holding that position until May, 1883, when he resigned and was employed for a year piloting on the Columbia bar. He returned to the *Shubrick* soon after this, remaining with her until she went out of service, and was then transferred to the *Manzanita* as master, retaining charge until the new steamer *Columbine* was constructed for the northern lighthouse district. Captain Richardson and Chief Engineer Lord were then ordered East to bring the new vessel to the Pacific Coast, and since her arrival Richardson has been in command.

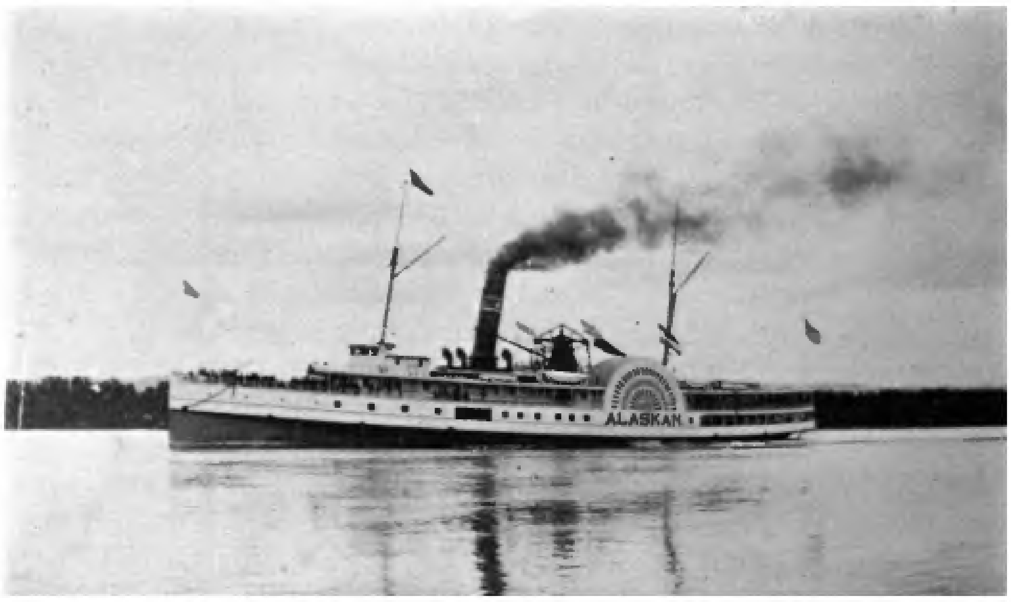
[37] Capt. William H. Hamlin was born in New York in 1828 and began his marine career on Puget Sound in 1877, running the *Minnie May* on Lake Washington. About 1881 he remodeled the steamer and named her the *Augusta*, operating her from Port Madison to Seattle for about seven years, holding papers as both master and engineer. He sold the *Augusta* about 1890 and retired to a ranch near Edmunds. Before coming to the Pacific Coast he was engaged on the Erie Canal for a number of years.

Robert Turner, president; Frank H. Newhall,[38] vice-president; L. Harloe, treasurer and corresponding secretary; Charles Tinsley,[39] financial secretary; Fred B. Cosper,[40] recording secretary; James Kirtch, chaplain; A. L. Brightman, doorkeeper. Meetings were held at Port Townsend until December, 1889, when the association moved back to Seattle, where it has since remained, gradually increasing in strength until 1894, when it fitted up handsome quarters in the Squire-Latimer Building. The officers in 1894 were: H. M. Thornton, president; C. H. Conklin, vice-president; G. N. Gilson, treasurer; F. H. Newhall, secretary; William McKinsey, conductor; H. A. Trumbull, doorkeeper; membership, 176. Association No. 41 was organized at Portland, August 4th, with the following officers: Frank McDermott, president; A. H. Forstner, vice-president; W. H. Marshall, treasurer; J. W. Collyer,[41] recording secretary; Henry Pape, corresponding secretary; Louis Bert, financial secretary; J. Palmenter, chaplain; William Lewis, doorkeeper. Other charter members were W. J. Maher, J. J. McDermott, Jacob Multhauf, Elias Vickers, Joseph Cunningham, Albert Munger, Charles E. Gore, A. J. Fellows[42] and William Doran. J. L. Ferguson was appointed inspector of hulls at Portland, taking the place of John P. Ward, who had held the office for the past four years.

CAPT. O. A. ANDERSON

Deaths in the marine profession in 1883 were: Capt. Edward Barrington, who was sailing the schooner *Growler* on the Victoria route twenty-two years before, at Oak Harbor, Whidby Island, January 17th; William Owens, chief engineer on the tug *Mastick*, at Port Townsend, February 24th, aged forty-six years; George Nichols, formerly chief engineer on the steamers *Gussie Telfair* and *Little California*, at Portland, July 26th, aged sixty-five years; Capt. William Bochau, of the tug *Pioneer*, at Portland, August 1st, aged forty-three years; Capt. Thomas Pritchard, a pioneer associate of Capt. William Irving in British Columbia steamboating, at Victoria, October 31st, aged seventy-nine years; Capt. John Harlow, who was sailing in the Columbia River trade in 1851, at Portland, November 24th; and Capt. E. S. Farnsworth, of the Pacific Mail Steamship Company, at San Francisco, September 23d, aged sixty years.

The most expensive and at the same time the most useless steamers yet appearing in the Northwest were added to the Oregon Railway & Navigation Company's fleet in 1884. They were the *Olympian* and *Alaskan*, a pair of fine iron sidewheelers built in the East for the Puget Sound and Columbia River trade. They were of handsome appearance and quite speedy, but the expense of operating them was so enormous that they were always elephants on the hands of their owners. The *Olympian* was built at Wilmington in 1883 and brought out from the East by H. S. Ackley, captain; W. S. Thaxter, first officer; John Dixon, second officer;



STEAMER "ALASKAN"

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[34] Frank H. Newhall, engineer, was born in Bridgewater, Mass., in 1861, and was for five years engaged on sailing vessels on the Atlantic Coast. In 1882 he came to Puget Sound and joined the steamer *Celilo*, afterward serving on the steamers *Edna*, *Biz*, *Queen City*, *Lottie*, *Alaskan*, *Clara Brown*, *Wildwood*, *Skagit Chief*, *Yakima*, *St. Patrick*, *Albert Lea*, *Otter*, *Maid of Oregon*, *Garland*, *Katie*, *Holyoke*, *Pioneer*, *Mogul* and *Discovery*. He served for a long time as secretary of the Marine Engineers' Association of Seattle.

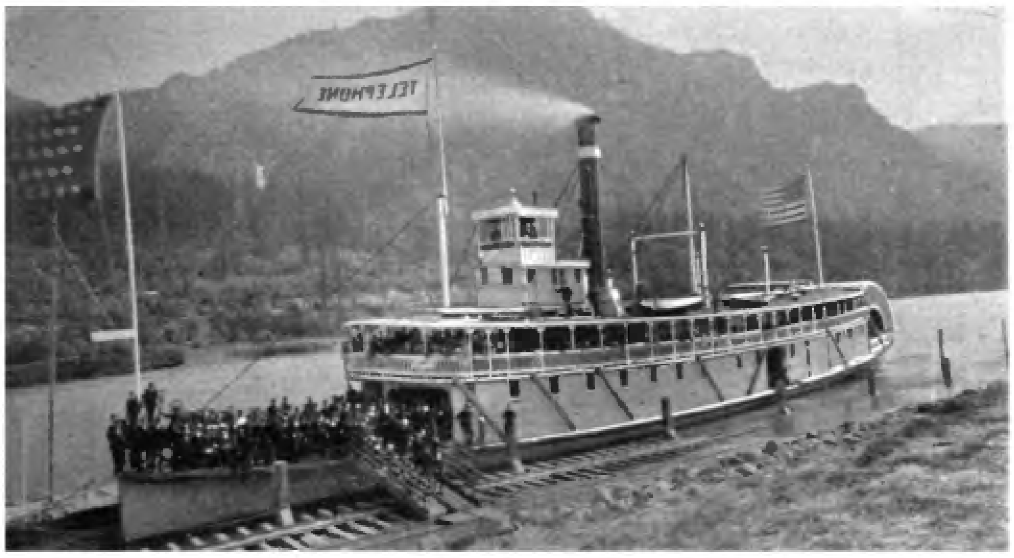
[39] Charles Tinsley, marine engineer, was born in Milwaukee, Wis, in 1857, and began his marine work on the small sternwheeler *Maria Wilkins*, running out of Portland. He continued on the Columbia and Willamette rivers for several years and then went to Puget Sound, where he entered the tugboat service. At present he is chief engineer of the tug *Pioneer*.

[40] Fred B. Cosper, engineer, of Port Townsend, Wash., was born in California in 1859 and commenced his marine service on the tug *Astoria* on the Columbia River in 1878, going from the Columbia to Puget Sound, where he was engaged on several well known steamers. He has recently been employed on the *Garland* and is at present in the tugboat service.

[41] J. W. Collyer, engineer, began steamboating in the Northwest about thirty years ago and has been continuously engaged in the business since. His first work was in British Columbia, where he ran out of Victoria on a number of small steamers. On leaving there he went to the Columbia and entered the service of the Oregon Railway & Navigation Company, where he remained for a great many years, leaving their employ to take his present position as engineer on the transfer boat *Tacoma* at Kalama. Mr. Collyer is a prominent member of the Marine Engineers' Association, No. 41, having held the office of secretary for a long time.

[42] A. J. Fellows, engineer, is a native Oregonian and commenced steamboating on the Willamette when a boy. He has filled the position of chief engineer for over fifteen years and has always had success with steamers in his charge. He was for a long time chief engineer of the steamer *Lurline* and while in charge gave her a fine record for speed. Mr. Fellows is at present living in Portland.

Andrew Hill, third officer; Puxley, chief engineer; Kidd, first assistant; Barnard, second assistant; and Marcey, third assistant. She arrived at San Francisco, March 3d, and was sent to the Sound at once and placed on the Victoria and Tacoma route, reaching Victoria, March 25th, in charge of Thomas Wilson, captain; George Roberts, first officer; John Dixon,[43] second officer; C. H. Dawson, chief engineer; J. S. Kidd, first assistant; and C. H. Warren, purser. She ran on the Sound until the following year, was sent to San Francisco for an overhauling, and on her return commenced making a round trip a day on the Victoria route. In 1886 she was taken round to the Columbia by Captain Ackley, and was first used in raising the ice blockade between Portland and the Cascades, crushing her way through and rescuing the beleaguered passengers at Bonneville. In the summer of 1886 L. A. Bailey, port captain of the Oregon Railway & Navigation Company, handled her on the Ilwaco route, establishing the first through service to the seashore. In command of Bailey she made the run from Portland to Astoria in four hours and forty-seven minutes. She was chartered in 1887 by the Pacific Coast Steamship Company and placed in the Alaska trade in charge of James Carroll, captain; James B. Patterson,[44] first officer; Benjamin Craig, second officer; William Wilson, third officer; John Melville, chief engineer; P. H. Crim, first assistant; and W. Van Tassell, second assistant. She was pretty well shaken up on this run, but in October was again on the Victoria route, with Capt. O. A. Anderson[45] and Engineer Van Tassell. For the next three years she was in command of Capt. George Roberts, Anderson taking her again in 1890, and a year later she was brought to the Columbia and placed in the boneyard, her boilers being worthless. Since then she has remained in idleness. The *Olympian* is two hundred and sixty feet long, forty feet beam, and twelve feet five inches hold, with a vertical, surface-condensing, walking-beam engine seventy by one hundred and forty-four inches, and with wheels thirty-two feet in diameter and eleven feet face.



STEAMER "TELEPHONE"

The *Olympian's* sister ship, the *Alaskan*, arrived at San Francisco, March 17, 1884, and was brought to the Columbia a short time afterward. A collapse of the boom, which was at its height when the two steamers were ordered, left them without a profitable route, and the *Alaskan* was retired to the boneyard in an unfinished condition. When Captain Troup took charge he put the *Alaskan* in good running order and operated her on the Ilwaco route, Archie Pease serving as pilot, Thomas Smith, engineer. Captain Scott's first *Telephone* was in the height of her glory at that time, and, whenever she encountered the big sidewheeler, passengers were treated to the finest steamboat

CAPT. THOMAS H. CRANG

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[43] Capt. John Dixon of Port Madison, Wash., was born in New York in 1850. His first marine work on coming to the Pacific Coast was in 1880 and 1881 on the steamships *Columbia* and *Walla Walla*, with which he came out from New York, running north from San Francisco. He left the steamship service and entered the employ of the Oregon Railway & Navigation Company on Puget Sound, serving on the steamers *Olympian*, *Hayward*, *George E. Starr*, *Alaskan*, *T. J. Potter* and *North Pacific*. In 1890 he was given command of the *North Pacific*, and was afterward master of the *George E. Starr*, *Sehome*, *State of Washington* and *Fairhaven*. Prior to his arrival on the Coast, Captain Dixon was employed for five years on the Great Lakes and for the same length of time running south from New York. He also made several voyages to the West Indies and the Caribbean Sea in steam and sailing vessels, and in 1886 made a trip from San Francisco to China in the steamship *San Pablo*.

[44] Capt. James B. Patterson was born in New York in 1858 and began his marine work on the Pacific Coast about twenty years ago on the steamship *Orizaba*. After leaving her he was engaged on steamers running north from Puget Sound and for several years has worked as pilot on Alaskan steamers. He was for a long time on the steamship *City of Topeka* and other vessels owned by the Pacific Coast Steamship Company, and when the *Rosalie* was placed on the northern route commanded her until the opposition ceased.

[45] Capt. O. A. Anderson was born in Norway in 1843, began going to sea when thirteen years of age, and continued in deep-water ships in various parts of the world until 1882, when he arrived at Seattle and joined the Oregon Railway & Navigation Company's steamer *Welcome*. He remained in the service of that company for ten years, nearly all of which were spent as captain. During that time he served on the steamers *Emma Hayward*, *Olympian*, *Alaskan*, *North Pacific*, *Idaho*, *T. J. Potter*, *Sehome*, *George E. Starr*, *Hassalo* and *Victorian*. He took the *Olympian* and *Alaskan* to the Sound from the Columbia River and had charge of them most of the time while they were on the Victoria route. In 1892 he resigned his position to superintend the Puget Sound drydock at Quartermaster Harbor, where he still remains.

races ever witnessed on the Columbia River. The *Telephone*, which was in charge of Capt. W. H. Whitcomb and Chief Engineer Newton Scott, was too speedy for the Eastern production under ordinary circumstances, but Troup and Pease exercised considerable ingenuity in keeping the *Telephone* in shallow water, which retarded her movements. The two steamers were in pretty close quarters on more than one occasion, but, aside from a coat of paint burnt off the smokestack of the *Alaskan* on each trip, no harm was done. In 1888 the steamer went to the Sound and in command of Captain Anderson alternated with the *Olympian* on the Victoria route, rendering a splendid service, which was profitable only to the people. She left the Sound for the Columbia River, November 1st, in charge of Captain Anderson and Chief Engineer Walter Swain, and the following May started for San Francisco to go in the drydock. She never reached her destination but was pounded to pieces in a terrible sea off Cape Blanco, nearly forty people losing their lives (see wreck of *Alaskan*, 1889). The *Alaskan* was two hundred and eighty feet long, seventy-five feet beam over all, with a walking-beam engine seventy-three by one hundred and forty-four inches.

CAPT. WILLIAM E. LARKINS

The steamer *Telephone*, which vanquished both of her big rivals from the East, and which her owners had always claimed was the fastest sternwheeler in the world, was launched in Portland, October 30, 1884, but did not make her trial trip until the following February. Owing to the remarkable success which Captain Scott had enjoyed in his previous steamboat ventures, much was expected of the *Telephone*, and she was not a disappointment. In one of her first attempts at speed on the Astoria route, she made the round trip in eleven hours and four minutes. July 2, 1887, she made the run from Portland to Astoria in the unparalleled time of four hours, thirty-four and one-half minutes, covering the last forty miles in the teeth of a gale. Captain Scott remarked, on arrival at Astoria, "They will hammer away at that record for a long time before they will beat it." Eight years have elapsed since that time, and it is still unbroken. Owing to her great speed the steamer enjoyed an immense business, but unfortunately came to a sudden end November 20, 1887, burning to the water's edge at upper Astoria. She caught fire a short distance below Tongue Point, the blaze starting in the oil-room and spreading so rapidly that, although the steamer was beached in less than ten minutes, she was a mass of flames from stem to stern. One hundred and forty passengers and a crew of thirty-two were on board, all of whom were landed safely, with the exception of one intoxicated passenger, who lost his life by suffocation. As soon as the alarm was sounded, Newton Scott, the engineer, threw the throttle wide open, and the steamer went on the beach at a twenty-mile gait, striking some rolling pebbles, which broke the force of the shock. Captain Scott stayed at the wheel until the steamer reached the shore, narrowly escaping death, for the flames had burned the steps of the pilot-house from under him, and he was obliged to escape through the window. The Astoria Fire Department promptly came to the rescue and succeeded in saving enough of the hull to warrant rebuilding the steamer, and thirty feet were added to her length amidships. The new *Telephone*, which arose from the ruins of the old boat, commenced operating early in 1888 and is still in service. Capt. Thomas H. Crang[46] has had command for the past six years, with William Larkins, pilot. Joseph Hayes was chief engineer for several years and was succeeded by C. W. Evans, C. R. Donohue serving as purser and Al McGillis as steward. In January, 1892, while in charge of Pilot William Larkins, she struck the Government revetment at the mouth of the

C. W. EVANS

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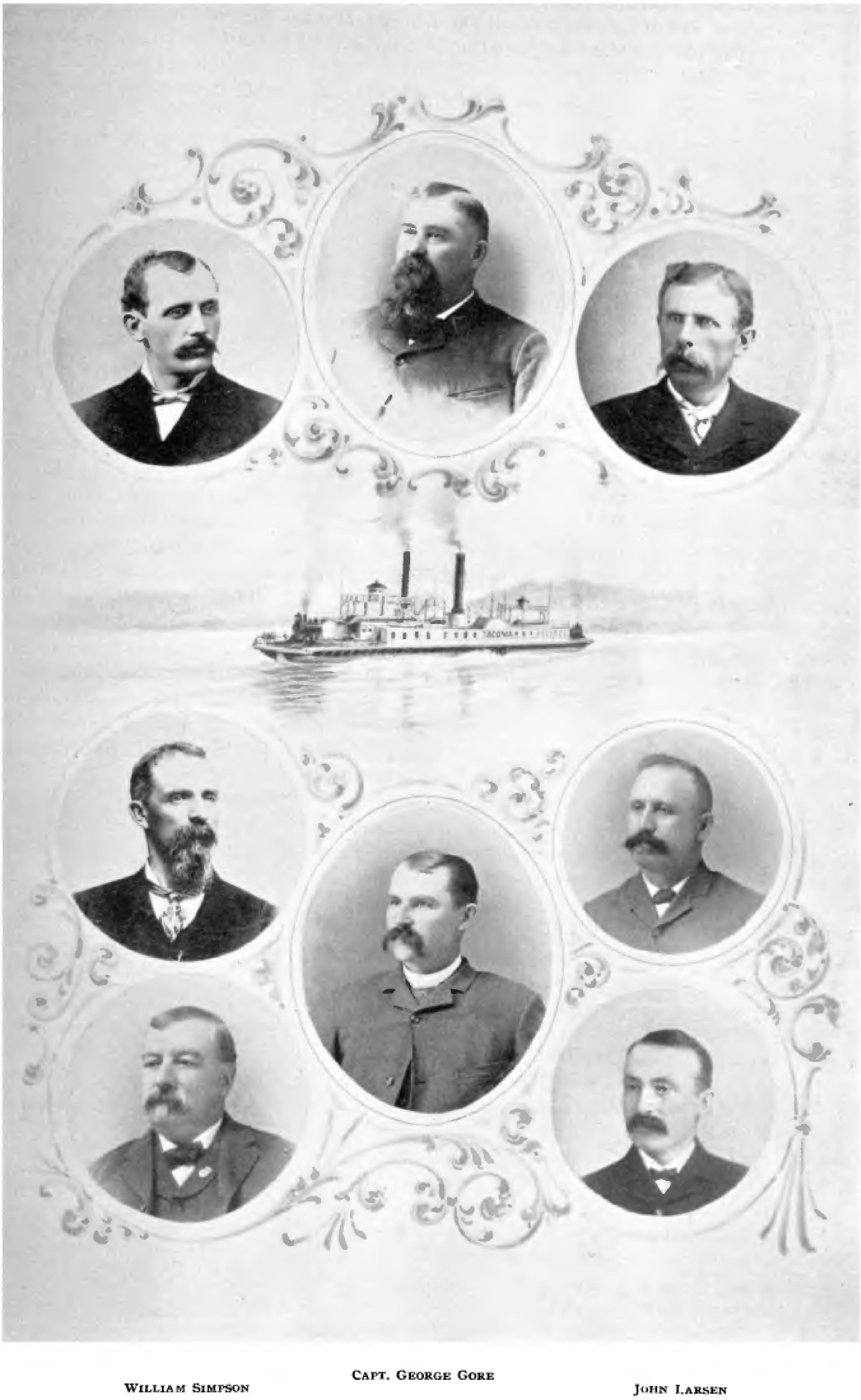
[46] Capt. Thomas H. Crang was born in New York in 1858 and a few years later removed with his parents to Michigan. From there they went to Illinois, thence to Iowa, and in 1875 started for Oregon, arriving at Astoria in September of that year. Young Crang had served a few months as a printer's devil in the East, and, on reaching Astoria, went to work as a compositor on the *Astorian*. He continued in the printing business until 1880, when ill health induced him to try the water. His first steamboating was on the old steamer *Katata* as a deckhand. He then went to the steamer *Edith* as mate, and eight months later took command, continuing in that position four years. Leaving the *Edith* he ran as mate on the *Ordway* for a short time, and, on the completion of the North Pacific Mills' steamer *Fannie*, he became her master, remaining in that position until May, 1888, when he resigned to go as pilot with Captain Scott on the new *Telephone*, of which a year later he was given the captaincy, which he still holds Captain Crang has been very successful in his steamboat career and has never had an accident of any moment.



WILLIAM SIMPSON

CAPT. GEORGE GORE

JOHN LARSEN

STEAMER "TACOMA"

WILLIAM LEWIS

CHIEF ENGINEER CHARLES GORE

ELIAS VICKERS

JOSEPH COLLYER

MICHAEL O'NEILL

Willamette River, tearing a big hole in the starboard bow and sinking until only her bow remained out of water. It was at first feared that she would prove a total loss, but she hung to the breakwater for about a week and was then raised. The accident was caused by a dense fog, which prevented the pilot from seeing the light at the mouth of the river. The old *Telephone* was handled by Captains Scott and Whitcomb, with Newton Scott and Joseph Hayes, chief engineers, and C. R. Barnard, purser.

Tug "Favorite."

The largest steamer set afloat in the Northwest in 1883 was the big railroad ferry-boat built to transfer Northern Pacific trains across the river at Kalama, Wash. The steamer was brought out from New York by the American ship *Tillie E. Starbuck*, her manifest showing the ferry-boat to consist of 57,159 separate pieces. She was put together at Portland and launched May 17th by Smith Brothers & Watson, and was handled on her trial trip by Capt. E. W. Spencer. She was first christened the *Kalama* but is now known as the *Tacoma*. Capt. George Gore was placed in command of the steamer, with Charles Gore, chief engineer, and that they are both still holding those positions is a high compliment to their ability as steamboatmen. Other members of the crew for several years past and at the present time are William Simpson and A. F. Hedges, pilots; John Larsen[47] and Thomas Poppington, mates; William Lewis, Elias Vickers, Joseph Collyer and Michael O'Neill, engineers. The *Tacoma's* dimensions are: length, three hundred and thirty-eight feet; beam, forty-two feet; depth, eleven feet seven inches; engines, thirty-six by one hundred and eight inches.

The steamer *Wildwood* was built at Rainier, Or., in 1884, by the Johnson Brothers. She was a handsome little propeller, fitted with a Wells compound engine ten and twenty by twelve inches. Captain Johnson, her builder, brought her to Portland for a trial trip, and on his return home that evening he was mistaken for a burglar and killed. The steamer then changed hands and was run for a while on the Sellwood route. She was then taken to Gray's Harbor and the following year was sent around to the Sound and sold to Capt. Thomas Grant for $8,000. She was hauled out and extensively repaired, supplied with new boilers and engines, the old ones being placed in the steam schooner *Leo*. She started running between Olympia and Port Townsend in July, and a few days later burned at Olympia. She was rebuilt and afterward passed into the hands of Morgan & Hastings, who are still operating her. M. G. Morgan[48] had charge of her on the Columbia, and Captains Thomas Grant, John Jordison, T. A. Jensen and L. B. Hastings,[49] the son of the pioneer of the same name, commanded her when she went to the Sound. Aside from the above-mentioned steamers, additions to the fleet on the Columbia River and vicinity were of but small importance. At Portland the propeller *New York* was constructed by a man named Crosswaite, who sold her to W. H. Foster, her new owner using her as a ferry between Portland and Albina. Foster was also interested in a small catamaran steamer called the *Twins*, which he used in the same trade. The *New York* was fifty-two feet long and nine feet beam, with an eight by nine inch engine. The steamer *Hermina*

Capt. James Robertson

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[47] John Larsen, mate of the steamer *Tacoma*, was born in Norway in 1857. After following the sea in various parts of the world he began steamboating on the Willamette River in 1880 on the *Ohio*, remaining with her and other river steamers until about 1885, when he joined the big ferry-boat with which he is still connected.

[48] M. G. Morgan was born in Burlington, Iowa, in 1845, and began his steamboat experience in the Northwest on the steamer *Cowlitz* as cabin boy. He at first carried an engineer's license, but changed his occupation and now holds his eleventh issue of master's papers. Captain Morgan left the water several years ago and is at present conducting an employment agency in Portland.

[49] Capt. L. B. Hastings of Port Townsend, Wash., was born at that place in 1853 and in 1881 began steamboating on the *Virginia*, of which he was half owner. He ran her for three years and then sold out to Captain Price and built the steamer *Enterprise*, which he operated four years and then retired from the water to look after his holdings ashore. He has since been interested in the steamers *Wildwood*, *Angeles* and *Garland*, and was one of the principal owners of the Straits Steamboat Company.

CAPT. H. T. GROVES

was completed at Portland for the city, to be used in connection with the dredges. She was a propeller about sixty-five feet long, with engines fourteen by fourteen inches. Her upper works were burned off a few years later, and, on being rebuilt, she was christened *Louise Vaughn*. W. L. Higgins was her first master, and George Ewry, W. P. Dillon and others afterward commanded her. For the past five years she has been owned and operated by Capt. D. W. Dobbins on Shoalwater Bay. The steam scow *Eureka* was built at Astoria for B. W. Robson of Knappton, remained on the Columbia until 1888, and was then sent to Alaska. Another steam scow, the *Dawn*, was constructed at Astoria for George Harmon and Al Church, whom she carried out to sea a few years later, both of them nearly dying from starvation before they were picked up by a steamship. The *Dawn* never came back. The *Bessie* was built at Castle Rock, with a permit to run from St. Helens to the head of navigation on the Willamette by way of the slough, but not to be allowed on the Columbia River. The *Annie* was launched at Astoria for L. G. Haaven and operated by George Morton. Charles Woods afterward used her as a gunboat during the sanguinary encounters on Miller's Sands. The *Minnie Hill* was completed at Portland by B. F. Jones, H. T. Groves[50] taking command a few years later, and Capt. Charles O. Hill[51] afterward running the steamer as a trader. The *Huntress* was a small trading boat built by R. H. King in 1884, and burned at Kalama the following year.

The tug *Favorite*, constructed at San Francisco in 1875, was brought to Yaquina by J. J. Winant for the Oregon Development Company, Winant remaining in charge until 1886, when he was succeeded by James Robertson, E. A. Abbey, E. F. Wilson and Freeman Dodge.[52] At North Bend, Coos Bay, the tug *Novelty* was completed for M. P. Callender and A. M. Simpson, Capt. Robert Lawson commanding the steamer when she began running. Captain Simpson's tugboat fleet was also reinforced by the new *Astoria*, built at North Bend. She was one hundred and nine feet five inches long, twenty-three feet beam, twelve feet hold, and was engaged most of the time on the Columbia and Shoalwater Bay. Captains George C. Flavel,[53] Daniel J. McVicar, H. A. Matthews, Eric Johnson, and other well known tugboatmen, served with her as master, and James Drennon,[54] A. B. Hughes and A. F. Goodrich were among her engineers. The steamer *Rattler* was built at Ainsworth, Wash. She was seventy-six feet long, nineteen feet

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[50] Capt. H. T. Groves was born in Iowa in 1862 and moved to the Northwest in 1879. His first steamboating was as freight clerk on the steamers *Gazelle* and *Dayton*. He was afterward in the employ of the Geodetic Survey under Captain Rockwell on the Willamette and Columbia rivers for three years. He was next mate on the steamers *Wonder* and *Ordway*, engaged in towing. In 1884 he was appointed master of the steamer *John West*, which position he held for about two years, going back to the *Ordway* and *Wonder* in his old berth until 1887, when he served in a similar capacity on the North Pacific Lumber Company's steamer *Fannie*, after which he was captain of the *Minnie Hill*, *Sellwood*, *Cyclone* and other small steamers. In the summer of 1889 he ran as pilot on the Government steamer *Cascades* for a few months and then took command of the steamer *Fannie*, which he has since handled.

[51] Capt. Charles O. Hill was born in New York in 1855 and commenced his marine service on the *Governor Newell* in 1883. He purchased the steamer in 1889 from J. C. Trullinger and has since served as engineer, his wife, Minnie Hill, being in command.

[52] Capt. Freeman Dodge was born in Maine in 1852 and came to the Pacific Coast in 1871. He began running on the schooner *Elnorah* from Yaquina Bay, was afterward on the schooners *John Hunter* and *Signal*, and then went to Coos Bay, where he remained for a year on the steamers *Coos*, *Fearless* and *Messenger*. He ran between Yaquina City and Portland for two years on the famous *Kate and Anna*, then entered the employ of the Oregon Pacific on the tugboats *Favorite* and *Resolute* on Yaquina Bay, and then served on the route between Yaquina and Portland on the steamers *Augusta* and *Harrison*. He was also on the steamer *Garfield* at Tillamook for two years.

[53] Capt. George C. Flavel was born in Astoria in 1855 and is a son of the most prominent marine man who ever operated in the Northwest. The young man inherited a love for the water, and, while yet a boy, spent the greater portion of his time around his father's tugboats. Desiring to see more of the ocean than was possible on a tugboat excursion, he shipped on a deep-water vessel and made an extended cruise to various parts of the world. On returning he took command of a tugboat and for several years was at different times in charge of each of the tugs controlled by his father. Ill health compelled him to retire from the water for several years, but in 1889 he again took command of the *Columbia* and handled her for several months. Like his father he has always been thoroughly conversant with the practical details of the towage and pilotage business, which has always been a vexed question at the mouth of the Columbia. Since the death of his father in 1893 he has been engaged in looking after the vast property interests of the estate.

[54] James Drennon was born in New York in 1852, arrived on the Pacific Coast in 1874, and began running out of San Francisco on the steamship *William H. Tabor*. He was in the Pacific Mail Steamship Company's employ for several years on the Panama and China route, and was one of the crew of the steamship *Japan* when she burned 150 miles out from Hongkong, at which time 525 people lost their lives. One hundred and twenty were saved, Drennon being one of the number. Subsequently he was shipwrecked in the steamship *Ventura* at Point Sur, south of San Francisco. He spent two years on the steamship *Oregonian*, plying between Yokohama and Chinese ports. He moved to Astoria about a decade ago, and after running a few years as chief engineer on the bar tugs he was appointed to a similar position on the new Government tug *George H. Mendell*, where he has since remained. As a thorough machinist and practical engineer Mr. Drennon is not excelled by any man in the Northwest.

JAMES DRENNON

six inches beam, and four feet hold. The steam launches *Leo*, owned by T. F. Levens of the Cascades, and *T. L. Nicklin*, owned by White & Nicklin of Portland, were brought to the Columbia from San Francisco. A. J. Knott constructed the *Stark Street Ferry No. 7*, one hundred and thirty feet long, forty feet beam, and six feet hold. W. H. Robertson handled her a short time and was succeeded by Henry Van Auken.[55] The *Coos Bay*, a handsome propeller one hundred and forty feet long, twenty-six feet beam, and seven feet three inches hold, was launched at Marshfield, Or., for the coasting trade. She is still in active service and is operated by Goodall, Perkins & Co. The propeller *Gold Dust* was brought down from the middle river, May 25th, by Captain Martineau and Engineer St. Martin. Capt. George Adams also came over with the steamer.

CAPT. HENRY VAN AUKEN

Additions to Puget Sound's steam fleet were not so numerous as in 1883, but fully a dozen small steamers were launched. The *Rustler* was built in Olympia and taken to Seattle, where she was equipped with machinery by Capt. A. O. Benjamin, who started her on the Roche Harbor and Victoria route in opposition to the *Lottie*. Benjamin afterward disposed of her to Morgan & Hastings of Port Townsend, who in turn sold her to Captain Manson of British Columbia. She was afterward owned by H. R. Morse of Vancouver and passed out of existence in January, 1891. The Washington Mill Company constructed the steamer *Louise* at Seabeck. She was a sternwheeler ninety feet long, twenty-two feet beam, and was handled by Captain Parker and Engineer Robert Airey. The *Tyee*, the finest and most powerful tugboat on Puget Sound, was launched at Port Ludlow for the Puget Mill Company and is one hundred and forty-one feet two inches long, twenty-six feet beam, and twelve feet hold, with engines of seven hundred horse-power. Capt. William Gove was given command and has remained in charge continuously since her first trip, while J. A. Snyder,[56] Harry Harkins,[57] J. R. Ludlow, W. A. Cox, and other well known engineers, have served on the tug. Other steamers built on the Sound in 1884 were: the *Utsalady*, length fifty-seven feet, beam fourteen feet, and depth four feet, at Utsalady, Wash.; the *Enterprise*, length fifty-two feet, beam thirteen feet, depth four feet six inches, at Port Townsend; the *Cascades*, *Pearl*, *Colby* and *Watchmaker*, at Seattle; the *Maude*, at Port Madison; *Skookum*, at Skookum Bay; *Edith*, at Whatcom; *Shoo Fly*, at Port Ludlow; *Cuba*, at Tacoma; *Sophia*, at Lake Bay; and *Squak*, on Lake Washington. The steamer *Wildwood*, completed on the Columbia the year before, arrived on the Sound in November, coming from Gray's Harbor, where she had been operated between Hoquiam and Montesano.

CAPT. GEORGE ROBERTS

While the new steamer *Olympian* was giving a service unequaled for speed and comfort, she encountered a rival which made serious inroads on her profits. The *Eliza Anderson*, whose prestige was unaffected by her weight of years, was running to Victoria, carrying passengers for one dollar per head. The Oregon Railway & Navigation Company assigned the task of removing her from the route to Capt. George Roberts,[58] with the

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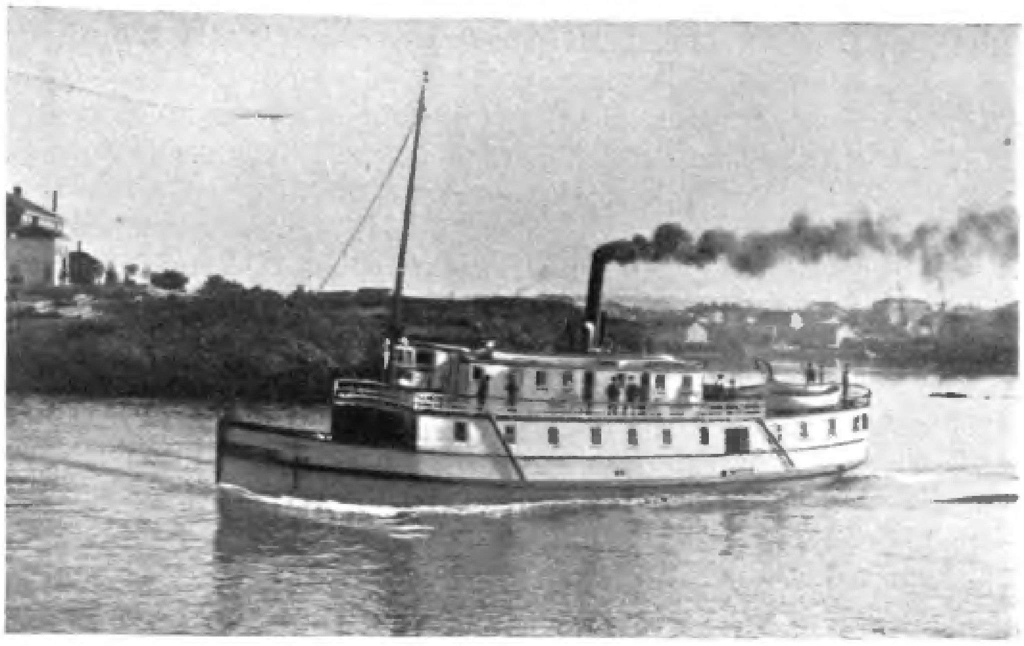
[55] Capt. Henry Van Auken is a native of New York. His marine work in the Northwest has been confined exclusively to the Stark Street Ferry, where he was in continuous service for eleven years, during which time he rescued over a dozen persons from a watery grave. He left the service of the ferry company in 1894 and with Albert Munger purchased the steamer *Cyclone*, which they operated on the La Camas route until she burned.

[56] J. A. Snyder, engineer, was born in New York in 1833 and has had an experience of thirty-five years in the marine business. He commenced work in the Northwest on the steamer *North Pacific* in 1883 and has recently been engaged as chief engineer of the steam ferry-boat *City of Seattle*.

[57] Harry Harkins was born in Minnesota in 1860. His first experience on the water was as engineer on the *St. Patrick* in 1881. He was afterward on the *Western Slope*, *Glide*, *Goliah*, *Favorite* and *Yakima* as second engineer and chief. He then purchased a half ownership in the *Rip Van Winkle*, with which he ran as engineer for two years, and also bought an interest in the *Wildwood*, going with her in the same capacity for two months. Both steamers were then sold, and Harkins, Capt. Jacob Scoland and L. B. Perry built the *Rainier*. Leaving this steamer Harkins served as engineer of the tug *Mastick* for a year and a half, and then joined the tug *Tyee*, with which he has remained for the past five years.

[58] Capt. George Roberts arrived in Victoria in the fall of 1871 on the bark *Prince of Wales*, and left the vessel to commence what has proven a highly successful career in Northwestern waters. He was first on the steamer *North Pacific* early in 1872,

George E. Starr. Roberts' orders were to pay exclusive attention to the movements of the *Anderson*, to leave port when she left, to stop when she stopped, and to carry passengers at half her rates, regardless of what those rates might be. Despite this fierce opposition Captain Wright was keeping a little more than even, while the big company was losing thousands of dollars chasing him, and it is uncertain what the result would have been had not Collector Beecher ended the strife by seizing the *Anderson* on the charge that she was carrying contraband Chinamen. This action ruined Wright, and the steamer passed into the hands of the Washington Steamboat Company. While the *Starr* and the *Anderson* were at war the *North Pacific* and the *Olympian* were alternating on the Victoria route. The steamer *Josephine*, which exploded with such disastrous results in 1883, was rebuilt and made her trial trip March 24th, owned by Moran Bros., N. L. Rogers and James Duncan. The Washington Steamboat Company had practical control of the Bellingham Bay and Skagit routes, and the Oregon Railway & Navigation Company of the Tacoma and Seattle and the Tacoma and Olympia routes, also running the *Gypsy* between Tacoma and New Westminster and the *Idaho* to Sehome. The *Nellie* was in the Snohomish trade, the *Evangel* on the Island route, the *Success*, Captain Nugent, running to Blakely, the *Messenger*, Captain Parker, and the *Zephyr*, Captain Ballard, were operating between Seattle and Olympia. The *Gazelle*, Captain Olney, and the *Phantom*, Captain Hennesy, were running wherever business offered.


STEAMER "RAINBOW," FORMERLY "TEASER"

The Canadian Pacific Navigation Company encountered a spirited opposition in 1884, initiated by a new factor in the transportation business, the People's Steam Navigation Company, incorporated May 1, 1884, with a capital stock of $100,000, divided into two thousand shares. The trustees were: J. H. Turner and H. S. Jones of Victoria, J. M. Brown and P. Sabiston of Nanaimo, and S. Bednall of Chemainus. The new company purchased the old steamer *Amelia*, built in San Francisco in 1863 for the Sacramento River trade. She was a sidewheeler one hundred and forty-eight feet long, twenty-nine feet beam, and eight feet six inches hold, with a beam engine thirty-six by seventy-two inches. She arrived at Victoria, June 3d, and ten days later flew the British flag after paying a duty of ten per cent on the hull and twenty-five per cent on the machinery. She commenced operation on the Victoria and Nanaimo route with the *R. P. Rithet* as a competitor, and the fare immediately dropped to twenty-five cents for the round trip. The battle was waged with occasional lulls until July 1, 1885, when the Canadian Pacific Navigation Company were granted twenty-five per cent of the gross receipts and withdrew their steamers from that trade. The *Amelia* was in command of Captain McCulloch and remained on the route for about two years. In July, 1889, she was sold at auction to Capt. J. G. Cox and a year later passed into the hands of the Canadian Pacific Navigation Company, with whom she ended her days. Captain Cavin was her last master. Capt. William Moore, who had been conquered but not subdued in his former steamboat ventures, launched the fine propeller *Teaser* at Victoria in 1884, intending her for the New Westminster run, but he became financially involved the following year, and the *Teaser* steamed away to Petropaulovski. As the steamer was obliged to stop for fuel,

AMERICAN SHIP "TILLIE E. STARBUCK"

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beginning on deck, and continued with her and other Sound steamers until 1875, when he was for a short time mate on the propeller *California*. After leaving this vessel he served as mate and pilot on various Sound steamers until 1883, when, in company with Robert Irving, J. C. Cox and Thomas Grant, he built the steamer *Bob Irving*, of which he was master for a short time, but soon sold out and took command of the *George E. Starr* in 1884. He afterward had charge of the *North Pacific* and the *Olympian*, having been master of the latter vessel during the last three years she was in service on the Sound. When the Puget Sound & Alaska Steamship Company brought out the splendid steamer *City of Kingston*, Captain Roberts was given command, and remained in charge until 1895, when he purchased the steamer *Willapa*, which he is now operating between Puget Sound and Alaska.

Deputy Sheriff Cuthbert, who was sent to seize her, succeeded in overhauling her at Tongas, and she was brought back to Victoria and sold at mortgagee's sale January 11, 1886, to Capt. G. W. Cavin for $5,500. In 1887 she was lengthened twenty-one feet, and when she again entered service was christened the *Rainbow*.

The *Mermaid*, a sidewheeler ninety-three feet long, seventeen feet beam, and five and one-half feet hold, was launched at Victoria, May 31st, for the Hastings Sawmill Company at Burrard's Inlet. The steamers *Leonard* and *Bella* were set afloat at New Westminster and used in the towing service. At Revelstoke, on the Columbia River, the *Despatch*, a small catamaran steamer, was built by J. Fred Hume[59] and associates for service on the upper Columbia and Arrow Lakes. The *Cariboo and Fly* was relieved of her machinery and fitted up as a barge, to be used as a tender to *Spratt's Ark*. The steamships running regularly or making occasional trips to Victoria and Puget Sound in 1884 were the *Mexico*, Captain Huntington; *George W. Elder*, Captain Hayward; *Queen of the Pacific*, Captains Ingalls and Hunter; *Santa Cruz*, Captain Gage; *Wilmington*, Captain Blackburn; and *Empire*, Captain Butler, the latter steamer going on in August in opposition to the Pacific Coast Steamship Company, who had previously adjusted matters with the *Wilmington*. The steamer *St. Paul*, Captain Erskine, also called at Victoria on her Alaska trips from San Francisco. The *Idaho* on the Alaska route was replaced in July by the *Ancon*, Captain Carroll. The colliers *Barnard Castle*, Captain Colvin; *Wellington*, Captain Young; *Willamette*, Captain Holmes; *Walla Walla*, Captain Simmons; and *Umatilla*, Captain Worth, were also in the Nanaimo and Seattle coal trade. The latter met with a serious accident February 9th, striking on Flattery Rocks near the entrance to the straits during a blinding snowstorm. She commenced to fill rapidly, and the captain and crew left her. Second Officer Greenleaf got away with the first boatload, and the captain and the rest, with the exception of First Officer O'Brien and sailors Hanlin and Hardness, followed in the second. The three mentioned left on a light raft, lost sight of the captain's boat before a landing had been made, and then returned to the ship. On boarding her they set the head sails, getting her off shore, and at 7:00 P. M. the steamship *Wellington*, for San Francisco from Departure Bay, towed her into Esquimalt Harbor, where she sank in deep water the next morning. The steamer was afterward raised, found to be comparatively uninjured, and is still in service. An investigation was held at Seattle by Inspectors Morgan and Hinckley, who exonerated Capt. Frank Worth from all blame, as the testimony showed that a very strong northerly current prevailed during the thick weather, setting the vessel on the rocks in spite of any precaution that could have been taken. The inspectors' report highly commended First Officer John O'Brien for his bravery in bringing the *Umatilla* into port. Whitelaw raised the steamer with but little difficulty, but she remained in Esquimalt nearly a year before the insurance was adjusted. Capt. Frank Holmes then took her to San Francisco.

CAPT. JOHN O'BRIEN

CAPT. JOHN SABISTON, JR.

The Oregon Pacific Railroad, which had commenced operations at Yaquina Bay, brought the steamship *Yaquina City* to the Pacific Coast early in 1884 and commenced operating her between San Francisco and the Oregon ports in connection with their railroad. The steamer was an old-timer in the gulf trade on the eastern coast, where she ran under the name *Western Texas*. She was wrecked at Yaquina Bay in 1887. The most important arrival among the sailing fleet in 1884 was the *Tillie E. Starbuck*, the first iron ship built in America. The *Starbuck* was the first and only sailing vessel constructed by John Roach. She is a magnificent craft of 1,931 tons net register, carrying 3,000 tons of freight, and was intended especially for the North Pacific trade. She arrived at Astoria, January 10th, with a million-dollar cargo, including twenty-two locomotives for the Northern Pacific Railroad and the immense Kalama Ferry. William Rogers, her first master, was succeeded by Capt. Eben Curtis,[60] who has since made six voyages to the Pacific Coast, one to India, and one to Japan. The *Starbuck* is a fast sailer and in every way a credit to the flag she flies. She was the largest of the Columbia River grain fleet in 1884, the smallest being the British bark *Osaka*, 527 tons.

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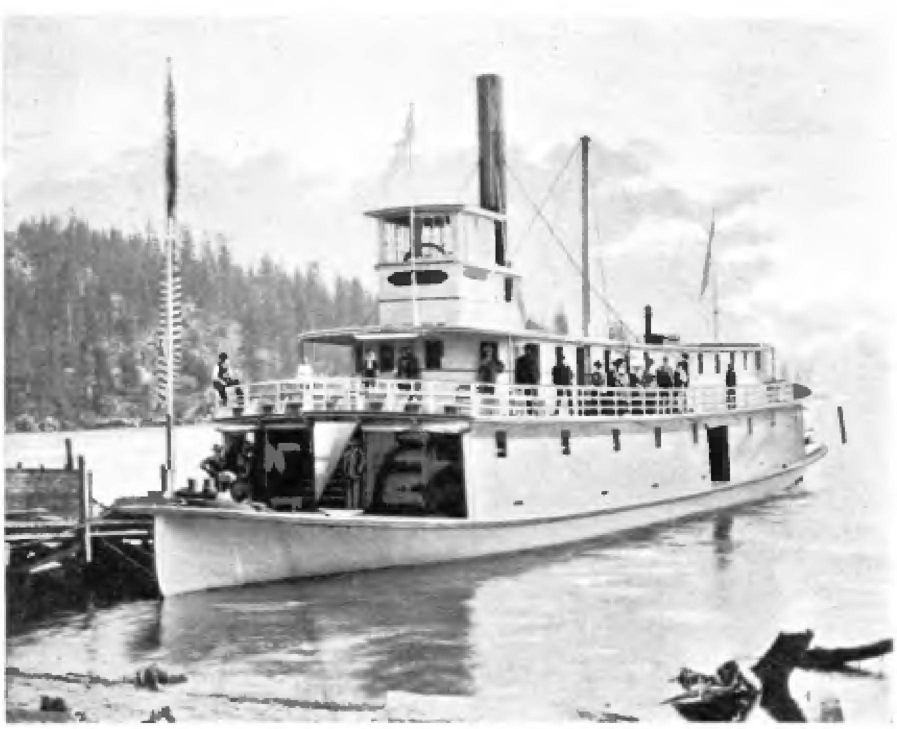
[59] J. Fred Hume of Nelson, B. C., has been interested in steamers on the upper Columbia and Lakes for several years. He was one of the original owners of the steamer *Despatch*, and a stockholder in the Columbia & Kootenai Company at the time of its organization. He is at present proprietor of the *W. Hunter*, the first steamer built on Slocan Lake.

[60] Capt. Eben Curtis was born in Searsport, Me., in 1849, commenced his marine career in 1865, and has since sailed all over the world, having been a master for twenty years. He took command of the *Tillie E. Starbuck* in 1885 and has since remained with her.

The fleet included forty-two British barks and twenty-three ships, fourteen American ships and four barks, one Norwegian and two German barks. Forty-six of these vessels were over 1,000 tons register, twenty-six over 1,200, sixteen over 1,400, and two over 1,800.

Puget Sound and British Columbia marine commerce had reached immense proportions, and in the fiscal year ending June 30, 1884, eighteen hundred and sixty-nine vessels, with a total tonnage of over one million tons, passed Tatoosh Light. Included in this number were two hundred and seventy-nine ships, six hundred and one barks, twenty-three brigs, four hundred and fourteen schooners, five hundred and forty-four steamers, and eight sloops. The fleet kept the tugs exceedingly busy, and all of the old pilots and several new ones found employment. Among the latter was Capt. John Sabiston, Jr.,[61] who received a deep-water pilot's license for the Nanaimo pilotage district. The schooner *General Banning* was engaged for a few months in the local trade between Astoria and Gray's Harbor but was withdrawn March 17th on account of lack of business. Among the sailing vessels built in 1884 were the schooner *Lizzie Prien*, ninety tons, at Parkersburg, Or., and the *Emily*, twenty-two tons, at Deception Pass, Wash. The Cœur d'Alene Transportation Company, organized in 1883, completed their steamer *Cœur d'Alene*, the finest sternwheeler yet built so far inland. She was handled by Captain Sanborn and Engineer Henry Pape, and enjoyed a highly lucrative trade for several years. Captain Sanborn sold the steamer to the Northern Pacific Railroad Company, and a few years ago replaced her with the *Georgie Oakes*, one of the fastest sternwheelers in the Northwest. The house and upper works of the *Cœur d'Alene* were used on the *Oakes*, and the hull was converted into a barge. Captain Sanborn commanded the steamer nearly all the time she was in service, and Captains George Reynolds[62] and William Nisbet were also engaged on her, while Fred Bell, James Kent, F. F. Wilson and several others succeeded Henry Pape as engineer. Post Trader King at Fort Cœur d'Alene was the owner of the steamer *General Sherman*, built by Captain Sorenson for the lake trade. The *Sherman* was a small propeller, equipped with a Westinghouse engine. She is still in service on the lake, and is at present owned by Captain Sanborn, who operates her as a towboat.



STEAMER "CŒUR D'ALENE"

The year 1884 was a fortunate one for the Northwestern fleet, and wrecks were few. The only one of much importance was the American bark *Lizzie Marshall*, 434 tons, lost on Bonilla Point, Vancouver Island, February 22d. The vessel was fourteen days out from San Francisco when she first sighted Cape Flattery, but was driven off shore twice. Coming in the third time the cape was sighted for a moment, but a fog set in and the wind died out, leaving the vessel without steerage way. No foghorn was going at Tatoosh, and a heavy swell running off the coast, together with the tide, set the vessel toward Bonilla Point. Both anchors were dropped in twenty fathoms of water on the morning of February 21st and a boat with four men dispatched to Neah Bay for assistance. A heavy southwest gale started the vessel to dragging, and though the masts were cut away they could not save her. Both cables parted, and she struck broadside on and broke in pieces in a few minutes. The stern of the bark from the mizzenmast aft held together and was jammed between two rocks inside the reef, forming a bridge over which the crew reached the rocks and from them went ashore. A German sailor named Hibler lost his life in attempting to save his clothes. Mrs. Adolph Bergman, wife of the captain, was badly bruised by being thrown against the rocks, but her injuries did not result seriously. The *Lizzie Marshall* was built on the Sacramento River in 1876 and was originally owned by Prescott & Marshall and Capt. Henry Dahler, who was her first master. The tug *Sol Thomas*, Capt. James Hill, exploded her boiler at Empire City while starting from the dock with a vessel in tow. All of the crew with the exception of the captain were instantly killed. The latter was blown aft and fell on a coil of hawser, escaping without serious injury. The bodies of George Wadleigh, engineer, Lewis Depew, deckhand, and Tuff, fireman, were recovered, but no trace was ever found of Graham, the mate, or the cook.

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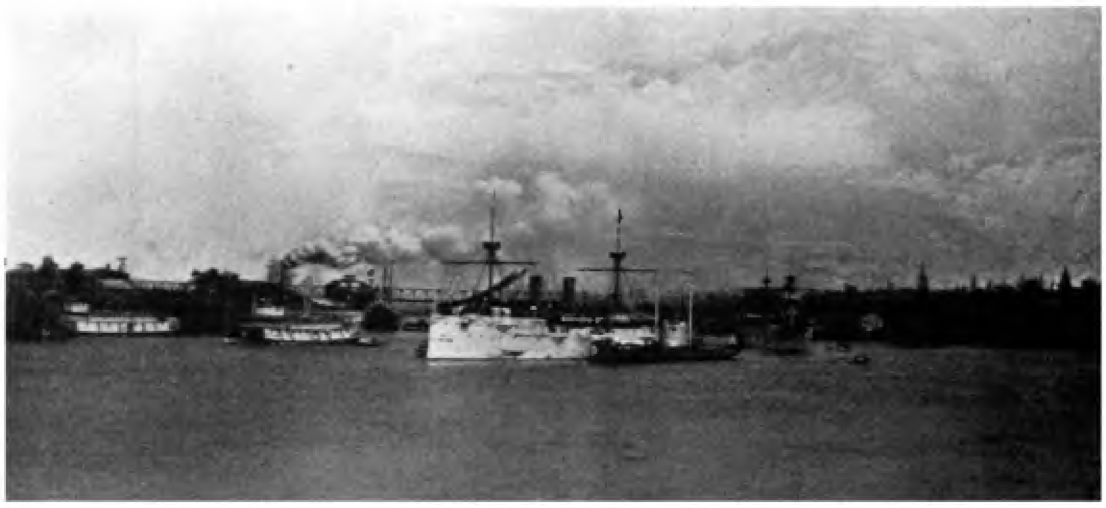
[61] Capt. John Sabiston, Jr., of Victoria, B. C., is instinctively a mariner, his father being a veteran navigator. He was born in British Columbia in 1853 and has been in the marine business for twenty-five years, having begun in 1869 as an apprentice pilot on vessels running between Nanaimo and San Francisco, on which route he served for several years, and in 1870 made a trip to London. After "learning the ropes" as a pilot, he was master of the *Wanderer*, of which he was owner, until 1884, when he received his first pilot's license. He has followed this calling ever since in what is known as the Nanaimo Pilotage District. In 1873, when the *George S. Wright* was lost, Captain Sabiston was at Discovery Passage, about one hundred miles from the scene of the disaster. While there a number of Indians came up in canoes and said that they had just come from the lost ship, and were at first disposed to tell all they knew about it. Unfortunately there was a Hebrew trader named Levy in company with Captain Sabiston, who questioned the Indians so eagerly that they became suspicious before relating anything of importance and refused to give any further information. Had Captain Sabiston been given an opportunity to interrogate the Indians cautiously, he might have gained information which would have been of great value in clearing up that mystery. When the authorities arrested the Indians they stubbornly refused to talk and were finally released. Captain Sabiston was on the *Romulus* when she grounded on a rock in Portier Pass, March 30, 1893. A big hole was made in her bow, which immediately filled with water, but no other serious damage resulted, and after a stay of five hours on the rock she was floated and ran into Esquimalt Harbor for repairs. He was pilot on the steamer *San Mateo* when she was damaged by a coal-gas explosion, October 29, 1893, in Semiahmoo Bay. One man was blown overboard, two were badly burned, but none lost. He was also pilot on the *Barracouta* just before she was damaged in a similar manner on August 27, 1893. Both explosions were caused by taking lighted candles into the hold. Aside from these slight accidents, none of the vessels in Captain Sabiston's charge have ever been injured.

[62] Capt. George Reynolds was born in Maine in 1853 and at the age of seventeen began sailing in the coasting trade between New York and southern ports. In 1873 he shipped on the bark *General Butler* at Baltimore and came to San Francisco, going from there to Puget Sound and back again on the barkentine *Webfoot*. He then went to Portland on the schooner *Dreadnaught*, and on arrival began steamboating on the *Bonanza* as deckhand. He soon afterward commenced running as mate with Captain Gore and in due season was given command of the steamer *Champion*. He also had charge of the Willamette River steamers *Orient* and *Occident*, leaving the Willamette about 1888 to go to Cœur d'Alene Lake, where he has since run the steamers *Cœur d'Alene*, *Kootenai*, *General Sherman* and *St. Joe*, still having command of the latter.

Other deaths in 1884 were Capt. William Spring, a resident of Vancouver Island since 1855, at Victoria, March 25th, aged fifty-three years; Capt. L. H. Drinkwater, a well known steamship master and mate in the employ of the Oregon Railway & Navigation and Oregon Steamship companies, at San Francisco, October 23d, aged sixty-three years; Eben White, an old-time purser on east coast steamers, at Victoria, June 16th, aged forty years; Capt. Charles Callahan, formerly of the ships *Storm King* and *Charmer*, washed from the deck of the steamship *Willamette* on the Columbia River bar, December 9th; and Captain Nelson of the American bark *Ella S. Thayer*, drowned in the Willamette at Weidler's Mills, Portland, September 24th.

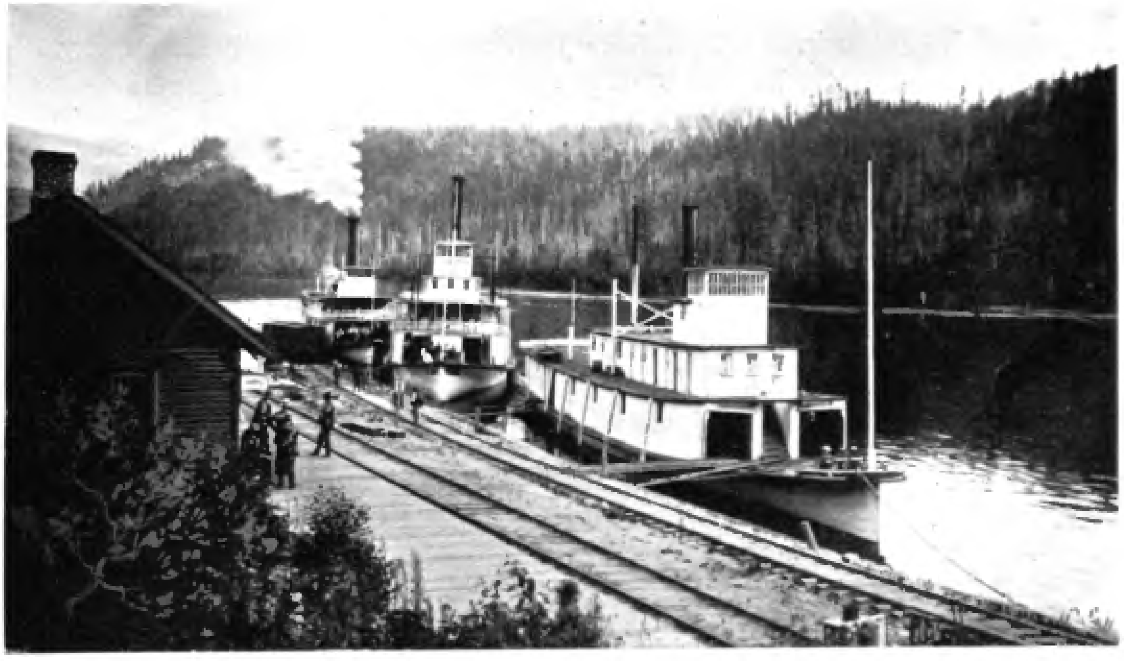


U. S. CRUISERS "BALTIMORE" AND "CHARLESTON" IN PORTLAND HARBOR

CHAPTER XVI.

NEW STEAMERS ON BRITISH COLUMBIA LAKES AND RIVERS—THE "KOOTENAI"—WILLAMETTE STEAMBOAT COMPANY—SMALL STEAMERS ON PUGET SOUND AND THE COLUMBIA—REVENUE CUTTER "RICHARD RUSH"—COLUMBIA RIVER GRAIN FLEET—WRECK OF THE "ABBEY COWPER" AND "DEWA GUNGADHAR"—THE "DOLPHIN" AND "ROSIE OLSEN"—THE OREGON DEVELOPMENT COMPANY'S STEAMERS "THREE SISTERS" AND "N. S. BENTLEY"—THE "FLEETWOOD" GOES TO PUGET SOUND—TUG "MOGUL"—THE "YUKON" AND HER REMARKABLE TRIP TO ALASKA—THE STERNWHEELER "ALASKAN"—THE "MANZANITA"—THE KOOTENAI LAKE STEAMERS "SPOKANE" AND "MADGE"—STEAMER "LEO"—CANADIAN PACIFIC RAILWAY'S FIRST TEA SHIPMENT—GREAT LOSS OF LIFE AND PROPERTY BY SHIPWRECK—STEAMSHIP "BEDA" FOUNDERS—MYSTERIOUS DISAPPEARANCE OF THE BARK "SIERRA NEVADA"—WRECK OF THE "JOHN ROSENFELD," "KITSAP," "W. H. BESSE," STEAMSHIP "BARNARD CASTLE," "SIR JAMSETJEE FAMILY," "CARMARTHAN CASTLE," "ELLA S. THAYER," "LILLY GRACE," "HARVEY MILLS," "TRUSTEE" AND "BELVIDERE"—BURNING OF THE "WEBFOOT."

HEAVY TRAFFIC on the interior waters of the Northwest was a noticeable feature of the advent of the Canadian Pacific Railway, and, temporarily, steamboat building on the upper Columbia and lake regions of British Columbia experienced a boom, several fine steamers being built. The best known of these was the *Kootenai*, launched at Little Dalles, April 27, 1885, for Henderson & McCartney, railroad contractors, to be used in transporting supplies for their work. She made her trial trip May 7th in charge of A. L. Pingstone, captain, John Chamberlain, first officer, W. H. Coates, engineer, L. Johnson, second engineer, and L. H. Burton, purser. The *Kootenai* was one hundred and forty feet long, twenty-five feet beam, and five feet hold, with engines from the Clark's Fork steamer *Katie Hallett*, fourteen by sixty inches. She was operated by her original owners until the road was completed, and afterward came into the possession of the Columbia & Kootenai Steam Navigation Company, in whose service she is still engaged. The steamer was placed under the British flag in 1886, and is at present commanded by William Nisbet.[1] On Lake Kamloops a fine sternwheeler, christened in honor of that body of water, was built by Watson of Victoria for J. A. Mara & Co. to run between Van Horn and Eagle Pass. The *Kamloops* was one hundred and twenty-seven feet long, twenty-eight feet beam, and equipped with machinery from the steamer *Myra*. She commenced



STEAMERS "LYTTON," "COLUMBIA" AND "KOOTENAI" AT ROBSON, B. C.

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[1] Capt. William Nisbet commenced steamboating in the Northwest on Lake Cœur d'Alene about 1884, serving as mate, pilot and master on several of the lake steamers. He was for a long time on the *Kootenai* and *Cœur d'Alene* and left the lake to take a position with the Columbia & Kootenai Steam Navigation Company, where he was engaged as pilot with Capt. John C. Gore on the steamers *Columbia* and *Lytton*, and in 1895 was given command of the steamer *Kootenai*.

running in April. In November Mara's fleet was increased by the sternwheeler *Peerless*, one hundred and thirty-one feet long, twenty-five feet beam, and four feet six inches hold. The *Skuzzy*, the second steamer of that name, was built on Lake Kamloops in 1885 by J. F. T. Mitchell, who completed her in forty-four days. She was one hundred and forty feet long, twenty-eight feet beam, four feet six inches hold, with engines fourteen by fifty-four inches. The *Lady Dufferin*, a small sidewheeler, also appeared on the lake. The propeller *Daisy* was built at Victoria for E. J. Pidcock of Comox. She was seventy-five feet long, fourteen feet six inches beam, and was first in command of Capt. John W. Glaholm.[2] The People's Navigation line afterward chartered her for the east coast route, and in 1886 she was purchased by Croft & Angus of Chemainus.

DAVID KENNEDY

Two vigorous steamboat wars, which had been prolonged for several months, came to an end in 1885. The Canadian Pacific Navigation Company withdrew from the east coast route in consideration of twenty-five per cent of the gross receipts from the business handled by the People's Navigation line. The *Eliza Anderson*, which had withstood all efforts to remove her from the route, was seized by Collector Beecher of Port Townsend, charged with carrying contraband Chinamen. Wright was ruined and the opposition ended, but the charge was never proven. In May the *North Pacific* broke her walking-beam and cylinder and was otherwise damaged to the extent of about $30,000, and the *Olympian*, which had returned from San Francisco, at once commenced making a daily round trip between Victoria and Tacoma. In September the *Cariboo and Fly*, after a few months' service as a barge, was again converted into a steamer. The *Maude* was also refitted with machinery, making her trial trip September 28th. Puget Sound's steamer *Phantom*, after several years' service on those waters, assumed the British colors in 1885. The Canadian Pacific Navigation Company's steamers *Enterprise* and *R. P. Rithet*, on the Victoria and New Westminster route, collided, July 28th, off Ten Mile Point, and the *Enterprise* was so badly injured that the hull was stripped and abandoned. She was in charge of Captain Rudlin and Engineer MacIver, and the *Rithet* was commanded by Captain Insley and Engineer David Kennedy. The *Rithet* struck the *Enterprise* on the port bow and cut through her side almost to the wheel-house. Captain Insley's license was suspended because he had allowed a greenhand in the pilot-house.

CAPT. ALEXANDER WOOD

Business on the various Puget Sound routes in 1885 was handled by the following steamers: On the Victoria route—*Olympian* and *North Pacific*, Captain Wilson; *Eliza Anderson*, Captain Wright; *George E. Starr*, Captain Roberts. Whatcom route—*W. F. Munroe*, Captain Brownfield; *Washington*, Capt. Sam Jackson; *Idaho*, Captain Green. Olympia route—*W. K. Merwin*, Captain Munroe; *Messenger*, Captain Parker; *Wildwood*, Captain Jordison. Snohomish route—*Josephine*, Capt. N. L. Rogers; *Nellie*, Capt. Charles Low. Skagit River route—*City of Quincy*, Captain Denny; *Glide*, Captain Gove. The *Success*, Captain Nugent, was running between Seattle and Port Blakely; the *Lone Fisherman*, Captain Willey, on Hood's Canal; the *Zephyr*, Captain Wood,[3] and *Emma Hayward*, Captain Ball, between Seattle and Tacoma; the *Helen*, Capt. W. H. Ellis, to Port Orchard; the *Phantom*, Captain Hennessey, and the *J. B. Libby*, Capt. W. F. Munroe, to Seabeck and Port Gamble. The *Evangel* was on the island route in command of H. F. Beecher, who, when he was appointed collector of customs, was succeeded by Harry Lott. Beecher turned his mail contract over to A. O. Benjamin of the steamer *Rustler*. The small steamer *Pearl*, built by J. Theo. Lohr, was sold by the United States marshal to A. J. Edwards.

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[2] Capt. John W. Glaholm of Nanaimo, B. C., was born in England in 1853 and went to sea at the age of sixteen. His first vessel was the brig *Edith Mary*. On arrival in the Northwest his initial work was on the steamer *Amelia*, running between Victoria and Nanaimo. He was afterward master of the steamers *Princess Louise* and *Sir James Douglas*, pilot on the *Islander*, *Yosemite* and *Charmer*, and is now a regularly licensed pilot of deep-water vessels in the Nanaimo district.

[3] Capt. Alexander Wood, a native of Olympia, Wash., has been steamboating on the Sound for twenty years, commencing in 1875 on the steamer *Annie Stewart*, running between Port Townsend and Olympia. He was afterward engaged on the steamer *Zephyr*, going from her to the *Messenger*. Since that time he has had charge of a large number of well known steamers on the inland sea.

The marshal also disposed of the schooner *Carrie B. Lake* to F. M. Wald for $1,100, and she was afterward purchased by the Portland Deep-sea Fishing Company. The steamer *Emma Hume*, constructed at Astoria, was bought by J. McKenna, Charles Mott and others for a tender to the whaling fleet, and was renamed the *Alliance*, February 12th.

Ocean steamships plying north were the same as in 1884. The *Wilmington*, which Frank Barnard had been operating as an opposition steamer, was withdrawn in August. The *Queen*, Captain Alexander; *Mexico*, Captain Huntington; *George W. Elder*, Captain Ackley; *Idaho* and *Ancon*, Captain Carroll; *Empire*, Captain Butler; and *Al Ki*, Captain Gage, were all on the routes north of the Columbia River. Dunsmuir was also operating the colliers *Wellington*, Captain Young, and *Barnard Castle*, Captain Smith. The *Sardonyx*, Captain Buckman, returned from Hongkong in May and made a few trips in the northern trade. The tramp steamer *Euphrates*, Captain Mitchell, arrived at Burrard's Inlet in March with a cargo of rails. The *Umatilla*, after lying in Esquimalt for a year awaiting a settlement with the insurance companies, was taken to San Francisco in the fall by Captain Holmes. The steamship *Arago*, a handsome little propeller, was launched in March at the Union Iron Works, San Francisco, for the Coos Bay coal trade. She was two hundred and seven feet long, thirty feet beam, sixteen feet hold, with engines twenty-two and forty-four by thirty-four inches.

CAPT. W. H. POPE

The Willamette Steamboat Company was incorporated at Portland, May 14, 1885, by S. G. Reed, H. W. Winch and W. H. Pope, and built the steamer *Multnomah* for the Oregon City route. She was one hundred and forty-three feet long, twenty-eight feet beam, and five feet three inches hold, with engines sixteen by seventy-two inches. On her trial trip she made the run from Portland to the mouth of the Willamette River in forty-four minutes. The *Multnomah* ran on the Oregon City route a short time in charge of Capt. W. H. Pope,[4] and was then placed on the run to the Cascades in command of Capt. Archie Pease. Pope and Winch operated the steamer until 1887, when she was chartered by the Oregon Railway & Navigation Company and in 1889 sold to parties at Olympia. She was taken round in August by Capt. W. P. Whitcomb, James Stanley, her first engineer, going with her and still remaining in charge. John Davidson[*] was also engineer on the steamer for a short time after she left the Columbia. Since reaching the Sound she has been in constant service, running most of the time on the Seattle and Olympia route. The *Multnomah* was one of the most economical steamers for her size that had yet been built, and when new was very fast, vanquishing nearly everything of her class on the river. The steam ferry-boat *Eliza Ladd* was sold to Capt. Thomas Callahan and Michael O'Neil. Her new owners rebuilt her as a sternwheel scow and under the name *Margey* operated her in the freighting business until 1890, when she was bought by Hall & Myrick of Seattle, who in turn disposed of her to Stetson & Post. She is still in service on the Sound and is owned by A. O. Benjamin of Seattle.

JOHN DAVIDSON

The propeller fleet on the Willamette was increased by the *J. B. Stephens*, built for the Stark Street Ferry Company and handled by W. H. Robertson; the *Albany*, constructed at Portland for Charles Montieth, with George Ewry, master; the *Industry* at East Portland for Capt. Andrew Dempsey; the *Uncle Richard* at Portland for Floyd & Brown, M. A. Hackett, master; the *Rowena* for W. B. Hampson; the *Polaris* for F. W. Molson; the *Marion* for Eugene Taggert; and the *Topsy* at Corvallis for Kemp Bros. & Wheeler, Robert Copely, master. At Astoria William Rehfield completed the steamer *Improvement*, afterward owned by John Pickernell, Max Skibbe and others. The steam launch *Nimrod* was built at Marshfield by H. R. Reed, and the *E. T. Balch* at South Bend. On the Sound the steamers *Economy* and *Estella* were built at Tacoma, Capt. J. A. Williams[5] owning and operating the latter vessel. The revenue cutter *Richard Rush*, the second to bear this name, was constructed by Hall Brothers and launched August 22d. Her dimensions are: length, one hundred and sixty-one feet; beam, twenty-five feet; depth of hold, fourteen feet. The schooner *Gem*, one hundred and six feet long, three feet beam, and seven feet hold, was set afloat at Parkersburg, and H. R. Reed launched the schooners *Glen*, *Dakota* and *Viking* at Marshfield. William Crosswaite, who had built the *New York* the previous year, completed the propeller *Michigan* at Portland. She was sixty-two feet long, thirteen feet eight inches beam, six feet five inches hold. The steamer *Iola* was launched at Skookum and the propeller *Seal* at Sitka, Alaska. The steam schooner *Dolphin* was constructed at Victoria by J. D. Warren, who sent her on a sealing expedition to Bering Sea, where she was one of the first Canadian sealers seized by the United States Government. William Beynon had charge of her for a short time, with William Warren,[6] engineer. After her seizure she was condemned and sold to Capt. William Olsen, who rechristened her the *Louis Olsen* and operated her as a sealer. She was also used for a short time as a pilot schooner by the opposition pilots off the mouth of the Columbia. Further mention of the craft will be found in the chapter devoted to the sealing business. The total number of steamers in the Victoria district in 1885 was sixty-two, with a gross tonnage of 12,338. Six new ones were added to the fleet this year, and four were condemned. The steamer *Pilot* was bought from the British Columbia Towing Company by R. Dunsmuir for $35,000. Cavin and Urquhart were her first captains under the new ownership, and Butler,[7] Bendrodt[8] and Christiansen also served as masters. The bark *Isabel* arrived at Tacoma, August 16th, with 1,908,773 pounds of tea, the first cargo of this nature to arrive on the Sound. Capt. Henry Morgan was succeeded as inspector of hulls in the Puget Sound district by Capt. W. J. Bryant.*

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[4] Capt. W. H. Pope was born in New York City in 1840 and arrived at Oregon City with his parents on the bark *Coloma* in 1851. His brother, Capt. Charles W. Pope, was a well known steamboatman in early days. Captain Pope engaged in mercantile pursuits at Oregon City for several years and on the organization of the Willamette Steamboat Company commenced running on their steamers. When the company retired from business Captain Pope entered the employ of the Oregon Railway & Navigation Company and commanded several of their steamers between Portland and Astoria until 1891, when he was appointed branch pilot for the Willamette and Columbia rivers, where he has since been engaged in handling deep-water vessels.

[*] John Davidson, engineer, was born in New York in 1854 and commenced his marine career at the age of seventeen on the Niagara River steamer *Undine*. He then entered the naval service as machinist on the United States steamship *Hartford*, and on this vessel and her companion ships, the *Essex*, *Alert* and *Juniata*, he remained four years, traversing a distance of 96,554 miles. He was on the *Essex* at the time she was sent to the Marshall Islands to rescue the crew of the ship *Rainier*, of which Captain Humphrey, at present a well known Pacific Coast marine man, was an officer. Alter leaving the navy, Mr. Davidson returned to New York, but came back to the Coast in 1887 and joined the United States steamer *Albatross*, with which he went to Bering Sea on a scientific cruise in the interest of the Fisheries Department. After leaving the *Albatross* he joined the steamer *Grace* on Puget Sound, remaining with her for eighteen months and then going to the steam schooner *Point Arena*. He was also on the *Multnomah* on the Seattle and Olympia run for a short time and then went to Portland, where he served as chief engineer in the employ of the Bowers Dredging Company for a year. He has also owned and operated a small steamer at Catalina Island. At present he owns several valuable patents in connection with dredging machinery, and is the inventor of the Davidson Steam Pump, from which he receives a good royalty, his other patents also proving remunerative. When not at sea Mr. Davidson resides in San Francisco.

CAPT. JAMES E. BUTLER

CAPT. J. P. BENDRODT

The entrance to the Columbia River since the days of Capt. Robert Gray and his ship *Columbia* had always caused more or less trouble for

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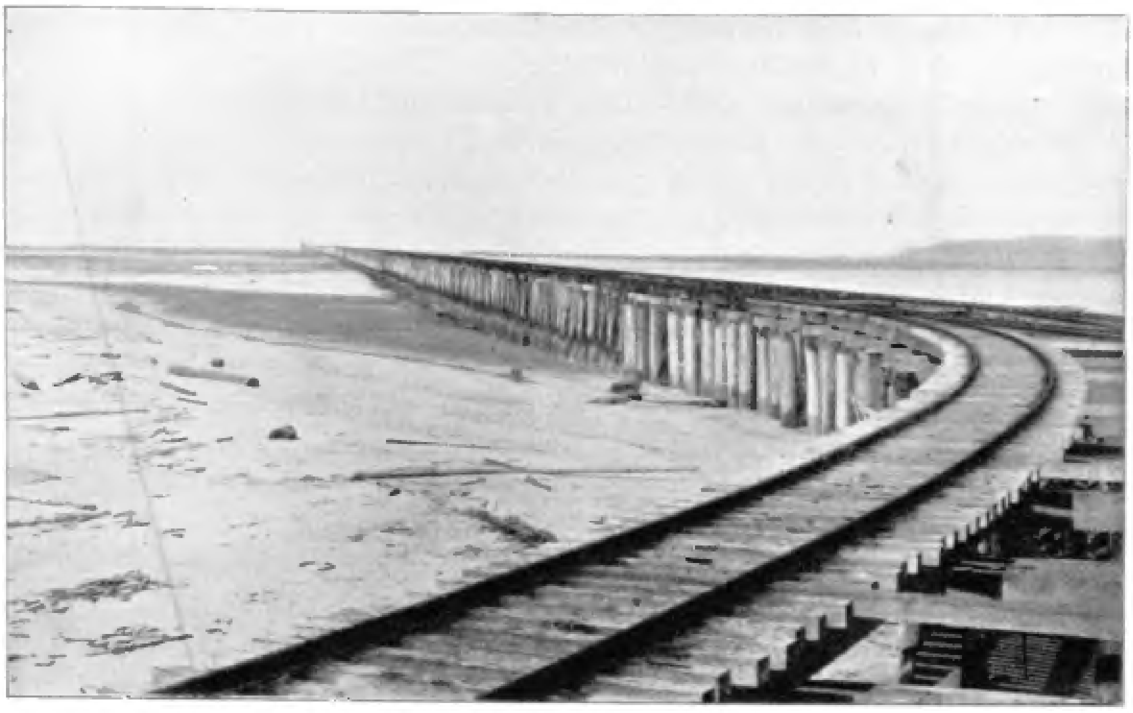
[5] Capt. J. A. Williams of Sumner, Wash., was born in Illinois in 1854 and has been engaged in the marine business for about ten years. His first venture in the Northwest was the yacht *Cuba*, built at Port Townsend. After running her a year he constructed the steamer *Estella* for the Tacoma and Henderson Bay route, and was next on the *Messenger* as master and pilot, holding a similar position on the *Quickstep*. He afterward assisted in the construction of the steamer *Des Moines*, which he commanded for two years, retiring from the water in 1890.

[6] William Warren, engineer, of Langley, B. C., a son of Capt. J. D. Warren, was born in Victoria in 1868. His first marine experience was on the steam schooner *Grace* as fireman for eighteen months. He worked in Gowan's machine shop for a short time and then as engineer of the steam schooners *Thornton*, *Grace* and *Dolphin*. He was subsequently mate on the sealing schooner *Mary Taylor*, and has since served as engineer on the steamers *Joe Adams*, *Winifred*, *Florence* and *Chieftain*, remaining with the latter vessel since August, 1893. Since commencing work as engineer Mr. Warren shipped as seal hunter on the schooner *Enterprise* for one season.

[7] Capt. James E. Butler was born in Yarmouth, Nova Scotia, in 1861, and began his marine career in the employ of W. D. Lovitt, sailing out of his native city to European and American ports. He came to the Pacific Coast as mate of the ship *Antwerp*, and a very short time after his arrival was made captain of the tug *Pilot*. Leaving the *Pilot* he took charge of the *Isabel*, and afterward of the big tug *Alexander*, which he ran until the Dunsmuirs built the handsome steamer *Joan*, when he took command and ran her successfully until December, 1894, when he received an appointment as regular pilot of deep-water vessels in the Victoria district.

[8] Capt. J. P. Bendrodt was born in Denmark in 1859 and has followed the water since boyhood. He began his career in the Northwest as mate on the old schooner *Kate*, trading between Victoria and Fort Simpson. In 1879 he made a trip to Australia as second mate on the brig *Hazard*. Returning to Victoria he entered the employ of the Hudson's Bay Company as mate on the steamers *Otter* and *Princess Louise*. He remained there four years and in 1885 shipped in the same capacity on the tug *Alexander*, owned by the Dunsmuirs. In 1887 he was given command of the vessel, and continued in that employ until November, 1890, when he was appointed pilot for the Nanaimo district.

*Capt. W. J. Bryant was born at sea between Liverpool and New Orleans in 1842. At the age of eight his name appeared on a ship's articles at twenty-five cents a month. When twelve years old he shipped on the bark *Elsinore*, and at eighteen he was mate of the ship *American Union*, carrying materials for constructing the Suez Canal. He received his first command, the brig vessels crossing in or out. The immense volume of water flowing seaward spread over the sands between Cape Disappointment and Point Adams to a width of six miles, forming from one to four separate and distinct channels, in none of which was a sufficient depth of water for the larger class of vessels built for the modern carrying trade. As the commerce of Oregon and Washington increased, the Government was induced to take some action toward concentrating the water into a single channel. To accomplish this the engineers proposed to build a jetty from Fort Stevens extending in a westerly direction out across Clatsop Spit. The first appropriation of $100,000 for this work was made in the River and Harbor Bill of July, 1884. Active work was commenced in April, 1885, and continued until October, over a thousand feet of the jetty being completed. When the first appropriation was expended, work was abandoned until September, 1886, when a second sum of $187,500 was allowed. There were no further appropriations until August, 1888, and, as those previously made were comparatively small considering the magnitude of the work, the progress was necessarily slow. It had, however, reached a point where the splendid results were becoming apparent, and hence it was easy to induce Congress to grant half a million dollars in August, 1888. When this sum was available the plant was extensively improved, the Government steamer *Cascades* was placed in commission to tow the rock barges between the quarry and Astoria, and the tug *George H. Mendell* was built to take the barges from Astoria to the jetty. The rolling-stock on the jetty was increased to five locomotives and sixty-two cars, a new receiving wharf was built, and with these equipments the work was pushed to completion. Ample funds were provided until April 1, 1894, when work was suspended for several months. The plant was put in operation again in August, 1894, and, with the exception of the delays caused by bad weather, work has been steadily carried on. The construction of this jetty is probably without a parallel in the history of Government work, for the reason that it will be completed for a trifle more than half of the original estimated cost, which was $3,710,000. The total cost, including a number of features not originally specified, will be but $2,025,000. Nearly half a million lineal feet of piling, three million feet of timber, and about nine hundred thousand tons of rock, were used in its construction. Transporting rock from the quarries by the steamer *Cascades* and the barges afforded a striking illustration of the cheapness of water carriage. The average cost of towing from the quarry to the jetty and returning the empty barges has been less than twenty-one cents per ton, including all the incidental expenses of repairing and maintaining the steamers and barges. The distance of the round trip is nearly 225 miles. The jetty is about twenty-five thousand feet long, and when completed the rock at the shore end will be twelve feet above water, sloping to ten feet at a



COLUMBIA RIVER JETTY

U. S. STEAMER "CASCADES" AND BARGES

Mary C. Comery, at the age of twenty-one. In 1872 he built in East Boston the bark *Roving Sailor*, with which he made many successful voyages until 1877, when she was caught in a typhoon at Yokohama and thrown on the beach. The entire crew were saved, although the beach was strewn with dead from a large number of other vessels which were lost in the same storm. Captain Bryant continued following the sea until 1879, when, after an extended trip to the Orient, he abandoned the water and settled in California, remaining there until 1883, when he went to the Sound to take charge of the shipping business of John L. Howard. In 1885 he was appointed United States inspector of hulls for the Puget Sound and Alaska district.

distance of one and eight-tenths miles out, and thence to four feet above low water at the outer end. It has already practically accomplished the purpose for which it was intended, and, instead of several crooked, shallow channels straggling seaward over a wide expanse of sand spits, there is a single straight, deep channel showing a depth of thirty feet of water at low tide. Naturally this marvelous change has had its effect on the adjoining sands. Inside of the jetty, where the breakers formerly curled at low water, is a tract of about three thousand acres, nearly all of which is bare at low water and on which there has been an average deposit of five feet of sand. This is constantly increasing, strengthening the jetty, and insuring the permanency of the improvement. The work almost from its inception has been in charge of G. B. Hegardt, superintendent, with J. M. Stoneman, manager, and E. M. Philabaum, chief clerk.

The Columbia grain fleet in 1885 included the British barks *Clan Ferguson* 799 tons, *Annie M. Law* 1,179, *Gwynedd* 1,053, *Martha Fisher* 811, *Ophelia* 1,184, *Bankdale* 1,338, *Ann Millicent* 994, *Helia* 530, *Lizzie Bell* 1,036, *Craig Mullen* 761, *Ullock* 779, *Varuna* 1,271, *Valparaiso* 730, *Barracouta* 610, *Chilena* 680, *Saraca* 846, *Lucayas* 446, *Embleton* 1,196, *Renfrewshire* 898, *Yosemite* 768, *Martaban* 737, *Dovenby* 848, *William D. Seed* 746, *Kircardineshire* 1,282, *Kinclune* 718, *John Nicholson* 685, *Staghound* 973, *Cumbrian* 1,053, *Monmouthshire* 1,162, *Banca* 1,000, *Kentvis* 668, *Roslyn Castle* 644, *British Monarch* 1,262, *Oban Bay* 1,068, *Edward Percy* 860, *Allahabad* 1,143, *M. & M. Cox* 1,181, *San Luis* 591, *Janet McNeil* 890, *Remonstrant* 1,045, *Zamora* 1,180, *Haddingtonshire* 1,149, *Archer* 765, *Elina* 772, *Carnarvon Castle* 720, *Kitty* 803, *Haidee* 758, *Suitelma* 961, *British Army* 1,289, *Josie Troop* 1,098, *Glenafton* 1,109, *West York* 679, *Caonabo* 666, *Peri* 897, *Earl Derby* 961, *Mercia* 751, *Columbus* 744, *Highmoor* 1,143, *Carnmoney* 1,255, *Cormorant* 1,073, *Primera* 597, *Crosshill* 1,012, *Glershee* 840, *Santiago* 979, *Dilbnur* 1,281, *Lalla Rookh* 811, *Parthia* 1,022, *Lord Kinnard* 841, *Abernyte* 700, *Norcross* 897, *Java* 890, *Compadre* 890, *Singapore* 656, *Clan McLeod* 646, *Northernhay* 1,221; British ships *Citadel* 1,363, *Yarra Yarra* 1,242, *Perthshire* 596, *Sovereign* 1,173, *Montgomery Castle* 871, *Beemah* 954, *Jane Sprout* 670, *Nagpore* 1,209, *Portia* 1,424, *M. E. Watson* 1,670, *City of Benares* 1,567, *City of Hankow* 1,195, *Dunideer* 989, *City of Florence* 1,200, *Friedeburg* 760, *Grisdale* 1,222, *Grasmere* 1,246, *Macdarmid* 1,530, *Respigadera* 1,629, *Abeona* 979, *Carmarthan Castle* 1,407, *Abercorn* 1,252, *Winnipeg* 1,308; American ships *McNear* 1,335, *J. B. Brown* 1,551, *Tillie E. Starbuck* 1,931, *T. F. Oakes* 1,893, *Harry Morse* 1,360, *John T. Berry* 1,420, *Olive S. Southard* 1,193; American barks *Western Belle* 1,135, *C. S. Hurlburt* 1,038, *George S. Homer* 1,267, *General Fairchild* 1,428; German barks *Josefa* 875, *Britannia* 841, *Flora* 970, German ship *Moltke* 828. The largest of the fleet was the American ship *Tillie E. Starbuck*, 1,931, and the smallest the British bark *Lucayas*, 446 tons. Fifty-five registered over 1,000, thirty over 1,200, eleven over 1,400, four over 1,600, and two over 1,800 tons.

U. S. Revenue Cutter "Richard Rush"

Two British barks bound for the Columbia River left their bones on North Beach early in 1885. The first, the *Abbey Cowper*, 699 tons, in command of Capt. William Ross, with a crew of eighteen men, sailed into the breakers near Shoalwater Bay, January 4th, and became a total loss, all hands reaching shore in safety. The bark was in ballast from Mollendo for the Columbia, and on nearing the mouth of the river encountered a fog, which, with the captain's ignorance of the strong northerly current at this point, was the principal cause of the disaster. Two weeks later the *Dewa Gungadhar*, Capt. John Battersby, from Magdalena Bay for the Columbia River, struck within a few hundred yards of the wreck of the *Abbey Cowper* under the same conditions, and the result was a similar catastrophe. As their close proximity to the breakers became known, the crew of the *Gungadhar* let go the anchors and tried to work out of the difficulty, but the ship's bottom was foul, and this and the heavy sea running prevented her getting away from the land, and she gradually drifted in and pounded to pieces. The *Gungadhar* was of 594 tons register, twenty-five years old and carried a crew of twelve men. The bark *Arabella*, Captain Williams, lumber-laden from Burrard's Inlet for Montevideo, was wrecked on the south shore of Trial Island, December 25th, while in tow of the tug *Pilot*, Captain Douglass. The accident happened at five o'clock in the morning, the tug striking first but afterward getting clear. The *Arabella's* injuries were such that she could not be moved, and the wreck was sold to the Dominion Sawmill Company for $355, and the cargo of lumber for $1.50 per thousand. The vessel was built at Quebec in 1875, registered 729 tons, and carried 479,387 feet of lumber.

The *Gazelle*, which was constructed on the Columbia several years before, and owned and operated by Capt. Hiram Olney, was burned on the Stillaguamish River on March 12th, the fire starting in the galley. The steamer burned to the water's edge, and the hull then sank. The steamer *Wildwood* caught fire at Olympia, July 21st, sustaining damages amounting to several thousand dollars; and the *Huntress*, a small trading steamer on the Columbia, burned to the water's edge at Kalama, December 18th. The British bark *Haddingtonshire*, Captain Frazier, one of the Columbia grain fleet, while outward bound, went ashore on the California coast a short distance below San Francisco, August 20th, her master and all but two of the crew perishing in the breakers. The pioneer bark *Montana* was lost at Newshagak, July 27th, and the steamer *Alexander Duncan*, from Hueneme for San Francisco, was wrecked at Fort Point, September 9th. The Hawaiian bark *Thomas R. Foster*, from Esquimalt, December 9, 1885, with 1,650 tons of coal for Honolulu, encountered a heavy southwest gale soon after leaving port and commenced making water very fast on the twelfth, the leak increasing until all hands were obliged to keep at the pumps to prevent her sinking. She was then headed for Cape Flattery before a southeast gale, sighted the cape on the sixteenth, but there encountered a northeast gale, and, as the water in the hold was increasing, was headed for the beach eight miles east of Cape Cook and run in with twelve feet of water in the hold. Two of the boats were destroyed by the sea, but in the other the crew reached shore, where they lived on mussels, seaweed and a few mice for twenty-two days, and were then taken to Kyoquot village by the Indians, with whom they remained nearly two months, when the steamer *Sir James Douglas* took them to Victoria. The vessel was commanded by Capt. F. W. Rugg, with P. Green and William Dean, mates, and a crew of fifteen men.

PORTLAND & COAST STEAMSHIP COMPANY'S "DOLPHIN"

Several men prominent in marine circles passed away in 1885. Among the deaths occurring at Portland were those of Capt. John Wolf, a pioneer steamboatman, October 14th, aged sixty-four; Capt. Nathaniel B. Ingersoll, who brought the steamship *Dakota* to the Pacific, December 5th, aged sixty-one; Capt. J. G. Fairfowl, formerly of the North Pacific Transportation Company, January 18th, aged sixty-two; and John H. Carney, a well known purser on ocean and Sound steamers, August 9th. Peter McQuade, interested in British Columbia marine matters since 1858, died at Victoria, aged sixty-one; Daniel Longfellow, one of the organizers of the Washington Steamboat Company, at San Francisco, October 5th; and Capt. Irving Stevens, for twenty years a pilot between Astoria and Portland, at his home on the Cowlitz River, May 29th.

Fully fifty steamers came into existence on Puget Sound and the Columbia and Willamette rivers in 1886, and, while none of them were so pretentious as some of the productions of former years, each one proved of value in the particular field wherein it was employed. The steamer *Dolphin* was built at Astoria by Capt. D. Mackenzie[9] and his associates, who intended her for deep-sea fishing, but after making a few trips she was sold to the Ilwaco Railway & Navigation Company and afterward to the Portland & Coast Steamship Company, who operated her in the coasting trade. The *Dolphin* was eighty-seven feet five inches long, twenty-two feet four inches beam, and eight feet hold, and was commanded by Thomas Neill, John Peterson, Thomas Latham and J. B. Patterson. She went to Puget Sound in 1893 and from there to Alaska. The steam schooner *Rosie Olsen* was launched at Sorenson's shipyard at Portland in April and commenced running to Tillamook. She was owned by William Olsen and handled by F. A. Johnson and O. R. Staples. She retired from the coasting trade about 1889, and was used in the halibut fisheries and also in sealing, and while engaged in the latter work was lost in Japanese waters in 1895. Capt. J. J. Winant built the steam schooner *Mischief* at Oneatta on Yaquina Bay, placing her in the trade between Yaquina and the Columbia He operated her until 1890, when she embarked in sealing, and for the past three years has been in the British service, acting as a tender to the Bering Sea fleet, Capt. Hamilton R. Foote,[10] the well known British Columbia yachtsman, having command. The steam tug *Cruiser* was constructed at North Bend, Coos Bay, in 1886, for A. M. Simpson. She was seventy feet long, sixteen feet beam, and six feet hold, with engines nine and sixteen by twelve inches. Captains J. C. Reed and Edward Gunderson[11] have handled the steamer on Gray's Harbor and Shoalwater Bay nearly all the time since her completion. The steamers *Antelope* and *Butcher Boy* were launched at Marshfield. The former belonged to O. Reed, who ran her as captain until 1888, when he was succeeded by H. B. Lockwood. The Dunhams and N. J. Cornwall afterward owned the steamer, and J. H. Yaeger,[12] Daniel Roberts and George Leneve[13] served as masters and F. A. Fox[14] as engineer. The *Butcher Boy* was a small propeller built by S. C. Rodgers, who handled her, with August Schmidt,[15] engineer.

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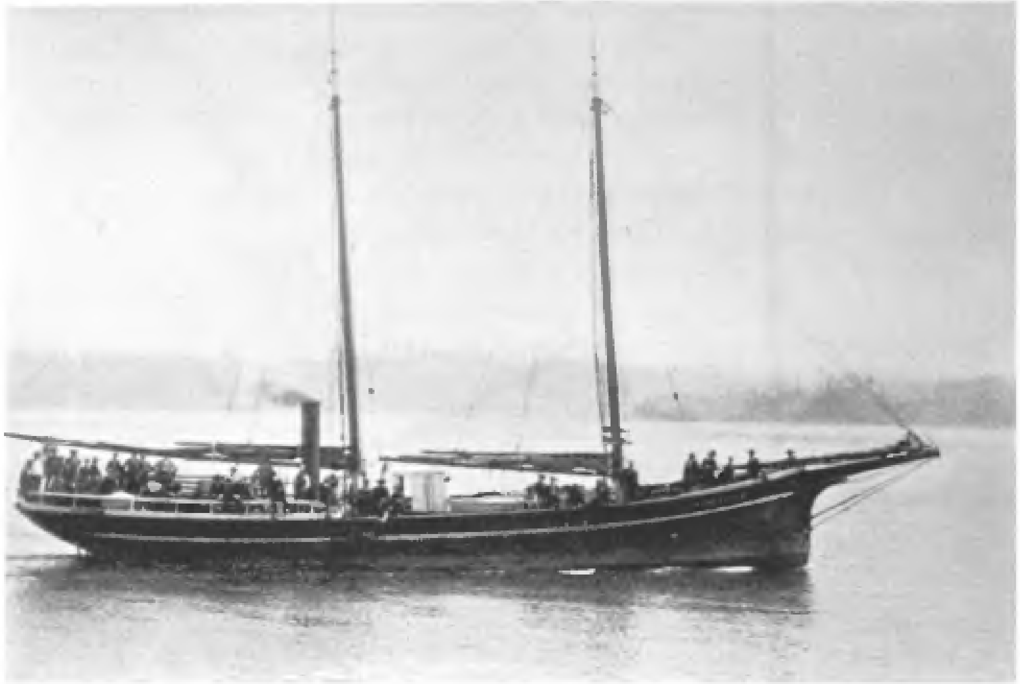
[9] Capt. D. Mackenzie was born in Scotland in 1863 and commenced his marine service on sailing vessels. He went to America and entered the steamship service on the Great Lakes. After two years at this work he moved to Astoria and served on the tug *Columbia* as fireman with Captain Staples. On leaving that employment he joined his brother and constructed the sloop *Venture* for deep-sea fishing, and, meeting with success, built the steamer *Dolphin* for the same purpose. Encountering financial reverses he sold her and went to Alaska on the steamer *Union*. He remained there three years, then, after a visit to Scotland, went to British Columbia and purchased an interest in the tug *Clyde*, which he soon disposed of and engaged as engineer on the steamer *Eliza Edwards*.

[10] Capt. Hamilton R. Foote was born in Dublin, Ireland, in 1858, and was in the steamship service out of European ports for several years, afterward coming to the United States and serving on Lake Ontario. He went to Victoria in 1890, and was in charge of the steamers *T. W. Carter*, *Spinster* and *Mischief*, making a number of trips to Alaska and the northern coast with the latter

The *Electric*, a handsome little propeller sixty-four feet long, fifteen feet beam, and four feet hold, was constructed at Astoria by Capt. A. C. Fisher, who operated her until 1890 and then sold her to Capt. Charles Gunderson and Thomas Russell. In 1894 she was purchased by Capt. Wilbur Babbidge, has run steadily on the route between Skipanon and Astoria, and is one of the best steamers of her class on the lower river. The *Favorite*, a sixty-foot propeller, was built at Astoria for Capt. William P. Dillon, who used her on the Westport route until 1888, when she was purchased by Capt. W. E. Warren, who handled her for a year and then disposed of her to Capt. J. J. Winant and M. G. Buckley. The Oregon Development Company, which was in reality the Oregon Pacific Railroad Company, launched two fine sternwheel steamers at Portland in 1886. The *Three Sisters*, the first to enter the water, was one hundred and forty feet long, thirty feet beam, and four feet four inches hold, with engines twelve by forty-eight inches. She commenced running on the upper Willamette in charge of J. L. Smith.


STEAM SCHOONER "MISCHIEF"

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vessel. In 1893 he took the *Mischief* to St. Michael's Island with the first cargo of British goods since the Russian occupation, nearly thirty years previous. Captain Foote has always taken a great interest in yachting matters, and was the first commodore of the Northwestern International Yachting Association, which is composed of the various clubs of Washington and British Columbia, and has also held the office of treasurer of the association.

CAPT. HAMILTON R. FOOTE

[11] Capt. Edward Gunderson of North Cove, Wash., was born in Norway in 1857 and began sailing out of San Francisco in 1879 on the barkentine *Portland*, running from the Columbia River. He was afterward on the steamer *Edith* and the tug *Sea Lion* at San Francisco, and on the tugs *Traveler*, *Ranger* and *Printer* on Gray's Harbor for three years. He then sailed for a year on the schooner *Dare*, and on returning to Shoalwater Bay was engaged on the steamers *Edgar*, *South Bend* and *Cruiser*.

[12] J. H. Yaeger, engineer, was born in Michigan in 1844 and went to Oregon in 1874. His first marine work there was on the steamer *Annie*, where he ran as engineer for a year. He afterward held the same position on the *Ceres* for four or five years, leaving her to run as master of the *Antelope*. On leaving the latter steamer he engaged in mercantile pursuits, and at present is proprietor of a store at Bandon, Or.

[13] Capt. George Leneve of Myrtle Point, Or., was born in Illinois in 1851, and in 1881 commenced steamboating on the *Little Annie*, which five years later was his first command. He was next in charge of the steamer *Ceres* for two years and of the *Restless*, owned by Capt. Robert Fredericks. He was afterward master of the *Antelope* and *Alert*, remaining with the latter steamer about three years, and after a few months on shore, in July, 1894, taking the steamer *Myrtle*, of which he has since had charge.

[14] F. A. Fox, engineer, was born at Rainier, Or., in 1858, commenced his marine service on the tug *Escort* at Coos Bay in 1882, and was on the tugs *Escort*, *Fearless* and *Columbia* for about five years. He was afterward engineer on the steamers *Antelope*, *Montesano*, *Myrtle*, *Butcher Boy* and *Bertha* on Coos Bay, and in 1893 was engaged in the construction of the steam schooner *Weott* at San Francisco, serving for a short time as engineer on the tug *Ethel and Marion*. He has retired from the water and is at present engaged in the hotel business at Florence.

[15] August Schmidt, engineer, was born in Austria in 1848, came to this country in 1864, ran out of New York until 1869, and then moved to the Pacific Coast, where he worked for a while in a machine shop and then joined the steamer *Prince Alfred*, running north to Victoria. He went to Coos Bay in 1873, was employed on shore until 1879, and then served as chief engineer on the steamer *Verona*, owned by R. D. Hume, for two years, and also occupied the same position on the *Little Annie* while she was at Coos Bay. He afterward ran on the *Butcher Boy*, *Milton*, *Restless*, *Alert* and a number of other steamers.

W. P. Short[16] then took command and retained it for three years, when he was succeeded by J. D. Miller in 1891. Capt. Robert Young was master in 1893, and Thomas J. Hardy[17] was engineer for several years. The *N. S. Bentley* was one hundred and fifty feet long, thirty-two feet beam, and four and one-half feet hold, with engines sixteen by sixty inches. She made her trial trip December 13th in charge of Capt. J. L. Smith, and two weeks later sank at Salem while loaded with 3,800 bushels of wheat. She was raised and continued in the Oregon Pacific service. Capt. J. P. Coulter succeeded Smith, and Sherman V. Short had command in 1888 and 1889.

David Stephenson[18] built the steam launch *Mikado* at Portland for Capt. J. A. Brown, a stevedore, who used her in his work in the harbor and as a pleasure boat for hunting excursions. She was lengthened in 1889 and in June sold to parties on the Sound, Capt. Thomas Doig taking her round. On reaching her destination she ran between Fairhaven, Sehome and Whatcom and made a great deal of money for her owners during the boom. She was afterward taken to Lake Washington, and after running there a short time returned to the Sound. Claud Troup[19] handled her on the Columbia River, and John W. Brooks[20] and Charles Bergman, her present owner, have been her masters on the Sound. Other small steamers constructed at Portland were the *Daisy* by William Pride, the *Lena* for the Lewis River trade, the *Julia* and the *Quinant*. The ferry steamer *Albina No. 1* was completed at Portland, the *Nellie* at Columbus, and the *Rattler* at Ainsworth. The steam launch *Jeannette*, built in New York, was brought to Portland by the Oregon Railway & Navigation Company and handled by Claud Troup. The steamer *Fleetwood*, which

CAPT. W. P. SHORT

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[16] Capt. W. P. Short was born in Butteville, Or., in 1852, and commenced his marine life on the Government steamer *Cascades* in 1881. After working a short time as a deckhand he was appointed mate, holding that position on the steamer for three years and then entering the employ of Joseph Kellogg as mate on the steamers *Toledo* and *Joseph Kellogg*. He left Kellogg's employ three years later and entered that of the Oregon Pacific as mate on the steamer *N. S. Bentley* for a year, and was then given command of the steamer *Three Sisters*, running her for two years. Early in 1891 he was engaged by Captain Troup to go to the upper Columbia, and in the service of the Columbia & Kootenai Steam Navigation Company was engaged on the *Spokane*, *Lytton*, *Illicilliwaet*, *Kootenai* and *Columbia* on Kootenai Lake and the upper Columbia. He returned from the Columbia River in 1893 and ran for a little while as mate on the *Dalles City*, and in April, 1894, was placed in charge of the steamer *Regulator* on the middle river. Captain Short is a brother of Capt. Sherman V. Short of the Oregon Railway & Navigation Company's steamers, and of Capt. Marshall Short, who was killed at Astoria while in command of the *Ocklahama*.

CAPT. CLAUD TROUP

[17] Thomas J. Hardy, engineer, was born in St. Louis in 1840. At an early age he began running on the lower Mississippi, where he was first employed as a pilot and afterward as an engineer. In the latter capacity he served for several years on the Mississippi and upper Missouri, coming to the Pacific Coast in 1880. His first work was as chief engineer of the *Alice*, which he left a year later and worked ashore for five years, then joining the *Three Sisters*, where he remained for a similar period. He was afterward in charge of the engines on the *Shaver* and a number of other steamers. He has held an engineer's license for nearly twenty-four years.

[18] David Stephenson, shipbuilder, of Portland, Or., was born in St. Johns, New Brunswick, in 1835, and learned his trade at his native town, where he built a great many sailing vessels. He came to the Pacific Coast in 1883 and in 1886 constructed the steamer *Mikado* for Capt. J. A. Brown. He afterward built the sternwheel steamers *No Wonder*, *Altona* and *Messenger* and the propellers *Wallowa* and *Baranoff*. He then went to Kootenai Lake, where he completed the steamer *Nelson* for the Columbia & Kootenai Navigation Company. He also built the twin propeller *W. Hunter* at New Denver, on Slocan Lake, for J. Fred Hume and others.

[19] Capt. Claud Troup was born in Vancouver, Wash., November 25, 1865, and followed in the footsteps of his father, William H. Troup, and his grandfather, Capt. James Turnbull, by evidencing at an early age a passion for steamboating. When a mere boy he successfully acted as master of the little steamers *Dispatch* and *Jeannette* and followed this with an apprenticeship at the Willamette Iron Works. After leaving there he superintended the building of the little steamer *Mikado*, on which he served as master and engineer, and then entered the employ of the Oregon Railway & Navigation Company as engineer on several of their best boats, but soon left them, and, in company with several others, built the celebrated sternwheeler *Greyhound*. Captain Troup placed the machinery in the steamer and went with her to Puget Sound, occupying the position of chief engineer for several years. He afterward took command of the steamer and is now her managing owner. Since arriving on the Sound the *Greyhound* has beaten every boat she has raced with and has a record for speed that is phenomenal for one of her size and construction. Much of the success which has marked her career is due to the practical knowledge of steamboating which her master has displayed. While a young man, Captain Troup has had a long and varied experience, having filled almost every position on board a steamboat, where he is as much at home in the engine-room as in the pilot-house, and is peculiarly fitted for the management and operation of steamers. He resides at Seattle, Wash.

[20] Capt. John W. Brooks was born in Wyoming in 1862 and came to Puget Sound in 1879. He commenced steamboating on the steamer *Nellie* and has followed the business continuously since that time. For the past few years he has been master of the steamer *E. D. Smith*.

had earned money and fame on the Columbia, was taken to Puget Sound in November, making the run from the Columbia bar to Neah Bay in twenty-four hours, encountering a terrific gale on the way. George D. Messegee handled her on the trip, and she narrowly escaped destruction. In the midst of the heavy gale and high seas, which kept her propeller out of water about half the time, her house caught fire near the boiler, but the flames were extinguished before any great damage was done. The *Fleetwood* commenced running between Olympia and Seattle, where she met with a reception fully as generous as that accorded her when she first appeared on the Columbia. She also encountered her old Columbia River rival, the *Hayward*, and there was spirited competition between the two steamers. The propellers *Gold Dust* and *Michigan* were also taken to the Sound. The tug *Mogul* was launched at Tacoma, March 20th, for the Tacoma Steam Navigation Company, the principal members of which were James Griffiths,[21] Gen. J. W. Sprague and I. W. Anderson. She was ninety-four feet long, nineteen feet eight inches beam, and ten and one-half feet hold. She entered the towing service as soon as completed and was for several years in command of Capt. Clark W. Sprague, a well known Columbia River steamboatman. In 1894 she was placed under the British flag and practically rebuilt at Victoria by her new owner, Capt. Henry Smith. When she was again put in commission she was considered as good as new, but in May, 1895, she collided with a ship she had been towing and sustained injuries which necessitated immediate beaching, and she became a total wreck.

CAPT. H. J. GILLESPIE

The *Yukon*, a small propeller of about thirty tons burden, constructed of thin iron, was launched in Seattle in 1886 by a blacksmith named Holmes. While the craft was in process of construction the roof of the shop fell in and damaged the hull considerably, and nothing further was done with it until this year, when Holmes engaged Charles Sperry,[22] a well known engineer, to put the machinery in and run her to Juneau, Alaska, for a net sum of $300. Capt. H. J. Gillespie[23] was engaged as master, and a few passengers were also secured, who were to supply their own food and blankets. Holmes was in a hurry to get away, and, although the machinery was new and untried, he refused to make a trial trip. Gillespie and Sperry made an inventory of the stores and equipment and found five loaves of bread, one roll of butter, a boiled ham, five pounds of crackers and a few ounces of tea, rather limited provisions for so long a journey. They also discovered that a compass, chart and clock were missing and at once entered a protest, but, on the repeated promises of Holmes that all of the needed articles would be secured at Nanaimo, where they were to call for fuel. reluctantly steamed out of the harbor. At Port Townsend the steamer was seized on a charge of having whisky aboard, but, as the customs authorities failed to find it, she was released. On reaching Nanaimo the coal was not forthcoming, and with little fuel and less food the *Yukon* steamed away on her thousand-mile voyage. The eight passengers on board were highly indignant on learning the true state of affairs, and, as they had all of the provisions, they retaliated by refusing to divide with the crew. This worked very well as far as Gillespie and Holmes were concerned, but in this dilemma Sperry was master of the situation, and whenever he was hungry the engine was stopped until food was forthcoming. He would occasionally extort enough for his shipmates, but usually the passengers were inexorable, and he was obliged to surreptitiously divide with his less fortunate companions. When the scanty stock of fuel was exhausted, the steamer was headed for the beach, and Holmes agreed to allow the passengers four dollars a cord for chopping wood. Frequent stops of this nature were made, and at Safety Cove a number of large bears, which had apparently been fasting for several weeks, descended on the party, compelling them to take to the boat, leaving their saws and axes. In the absence of a chart, compass or clock it was far from an easy task to find the way along the coast. Gillespie would occasionally give place to Holmes and take a few hours of rest. On one of these occasions Holmes circumnavigated a large island and had started around it the second time when Sperry happened to notice the place where they had cut wood the previous day. This and other diversions of a similar nature enabled the *Yukon* to consume seventeen days between Nanaimo and Juneau, where they eventually arrived. Here the passengers sued Holmes for their pay as woodchoppers and also for the time they had lost on the way. The steamer was seized by the United States marshal and sold, Holmes receiving but $250. With this he started for the Yukon River but died on the way. Gillespie and Sperry have made frequent trips to Alaska since, but it is doubtful if they have ever participated in one which has furnished them with so many reasons for remembering it.

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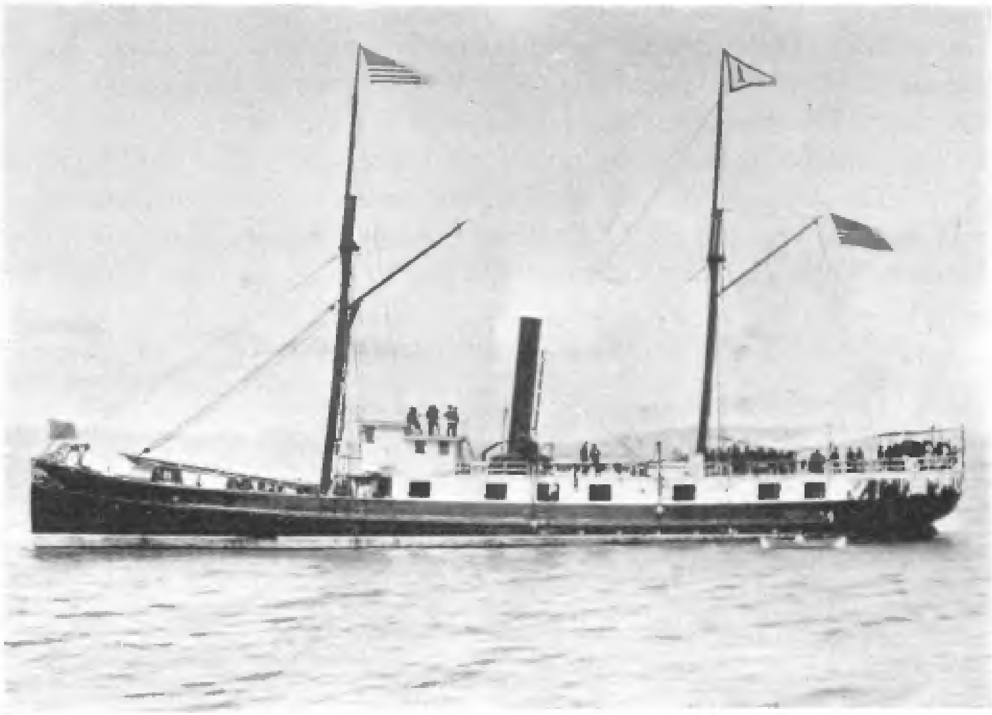
[21] Capt. James Griffiths was born in Newport, England, in 1861, and arrived at Tacoma in 1885. With Gen. J. W. Sprague and I. W. Anderson he built the tug *Mogul*, and in September of that year opened a branch office in Port Townsend and engaged in the towing business. The firm was changed to Griffiths, Stetson & Co. in 1887. In 1888 the Tacoma office was discontinued and Captain Griffiths removed to Port Townsend, from where, until 1892, he operated the tug *Collis* in conjunction with the *Mogul*. In 1890 the firm bought the old bark *Ludlow* and tried the experiment of towing her to San Francisco with a cargo of coal. The trip was fairly successful, and the *Ludlow* has since made several trips up and down the Coast. Captain Griffiths was appointed agent for the whaleback *C. W. Wetmore* before she started across the Atlantic, and continued as agent until she was lost at Coos Bay.

[22] Charles Sperry, engineer, of Seattle, Wash., is one of the old school on the Sound and was handling the throttle on some of the pioneer steamers before some of the present generation of steamboatmen were born. He was for a long time on the steamer *Zephyr* when she was considered the finest sternwheeler on the Sound, and since that time has been engaged on nearly all the steamers of any prominence plying on the inland sea, being a practical machinist and having a thorough knowledge of his profession. Mr. Sperry never met with a serious accident with any of the steamers in his charge. His famous trip on the *Yukon*, starting on a journey of hundreds of miles without even a trial trip, was a high testimonial to his ability in putting machinery in place in so perfect a manner that she made the run without a break. He was for several months chief engineer of the *Cricket*, and, despite the fact that she was provided with the most intricate and complicated machinery of any steamer on the Sound, her numerous delays and mishaps did not occur while he was in charge.

[23] Capt. H. J. Gillespie was born in New York in 1840 and commenced sailing between there and Liverpool when a boy, afterward running to China and Japan. On coming to the Pacific Coast he sailed for several years in the coasting trade on the *Oriental*, *Occidental* and *Yosemite*, leaving them to take the steam schooner *Leo* to Alaska. He was afterward in charge of the steamers *Cosmopolis*, *Yukon*, *Utopia* and *Chilcat*. He also went to Alaska as pilot on the steamer *Alice Blanchard* when she took the sternwheel steamer *P. B. Weare* to St. Michael's Island. Captain Gillespie is one of the best known pilots that have entered Alaskan waters, and has been very successful with vessels in his charge.

A sternwheel steamer, eighty-five feet long, twenty-one feet beam, and five feet hold, was built at Seattle for Moore & Meyers, who started her north at the same time the *Yukon* left. She was christened the *Alaskan* and was operated for a while on the Stickeen River. The sternwheel steamer *Clara Brown*, one hundred feet long, twenty-two feet beam, and four feet hold, was launched at Tacoma in 1886 and is still in active service, although she has sunk several times and has never proved a profitable venture. The Washington Steamboat Company could hardly keep pace with its rapidly increasing business. Early in the year they reinforced the fleet with the steamer *Edith*, built in San Francisco as a private yacht for W. C. Ralston. The *Edith* was a propeller, one hundred and twenty feet long, twenty-four feet beam, and nine feet seven inches hold, and was handled on the Sound for several years by Capt. Walter McWilliams,[24] with R. J. Murray,[25] engineer. Her new owners received a four years' contract for carrying the mail from Tacoma to Port Townsend at the rate of $24,500 per year. She has been out of commission for several years on account of the advent of finer steamers. Other steamers built on Puget Sound in 1886 were the *Gleaner*, *Grace*, *May Queen* and *Jennie Carroll* at Seattle, the *Edith E.* at Houghton, *Little Joe* and *Bessie* at Tacoma, and *Eloise* at Olympia. The *Lucy* was sold by Captain Goding to the Treadwell Mining Company of Alaska for $3,750. The *S. L. Mastick* was purchased by A. O. Benjamin, who in turn disposed of her to Capt. David Gilmore for $3,500. The old lighthouse tender *Shubrick*, which went out of service in December, 1885, was sold at auction in March, 1886, to C. Densbrow of San Francisco. Her place in the Northwest was supplied by the *Manzanita*, which was first in charge of H. M. Gregory, captain, Charles Richardson, first officer, William E. Gregory,[26] second officer, E. A. Peek, chief engineer, Walter Mudge, first



U. S. STEAMER "MANZANITA"

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[24] Capt. Walter McWilliams was born in Ireland in 1863 and commenced going to sea at the age of thirteen. He arrived at San Francisco in 1881 as third mate of the ship *Star of Persia*. He joined the steamship *Coos Bay* for a year and from her went to the steamships *George W. Elder*, *Queen* and *Arago*. In 1884 he was on the *Edith* as mate and afterward as master, commanding her for seven years. He was then captain of the tug *Goliah* for a short time and was pilot of the *Wasco* for a year. In 1893 Captain McWilliams took charge of the tug *J. E. Boyden*, continuing with her for eight months, and since then has been engaged as pilot on the steamer *Utopia*.

[25] R. J. Murray, engineer, was born in West Virginia in 1848 and arrived on the Pacific Coast on the steamship *Grenada*, on which he remained four years and eight months and was then transferred to the *City of Panama*. After running in the Pacific Mail Steamship Company's employ he went to Puget Sound, where he served as chief engineer of the *Edith* for two years, going from her to the steamship *Truckee*, where he ran north and south from San Francisco for two years and then remained ashore.

[26] Capt. William E. Gregory was born in Dublin, Ireland. in 1848, came to New York in 1865, and commenced his marine career on coasting steamers, afterward sailing in the Swallowtail line of packets as seaman and third mate. He followed the sea in the merchant service for over twenty years, running as third mate on the ships *American Union*, *Plymouth Rock* and *New World*, second mate on the barks *Coloma*, *Seminole*, *Garnet*, *Valiant*, *St. Mark* and *Isaac Reed*, first mate on the *Washington*, *Freedom*, *Cultivator* ahd *Highland Light* and the Peruvian steamer *Maria Louisa*. In 1875 he was on the ship *Garnet* when she burned off Cape Horn, and was picked up by the British ship *Latona* and landed in Bolivia. Captain Gregory came to the Columbia River on the bark *Highland Light* about ten years ago and joined the steamer *Manzanita*, remaining with her for nearly ten years, the last three of which he has had command.

assistant. Gregory was succeeded by Richardson, with Harry Lord, chief engineer, and Albert Rickards,[27] first assistant. They retained their positions until the new steamer *Columbine* was brought to the Coast by Richardson and Lord. Captain Gregory was then given charge of the *Manzanita*, with Rickards, chief engineer. The *Manzanita* is one hundred and fifty-two feet long, twenty-six feet beam, eleven feet eight inches hold, with engines twenty-two and thirty-six by thirty-four inches. While in service in the California district she was in charge of Capt. David Davis.[28]

Capt. W. A. Gregory

Two small steamers appeared on Kootenai Lake in 1886. The first of these, the *Spokane*, was brought in by a man named Lundy, who kept her there until fall and then took her to Lake Pend d'Oreille, where she ran for a short time and was then taken to Cœur d'Alene Lake, where she capsized and drowned three or four people. She was less than thirty feet long and was moved around without much difficulty. The steamer *Madge* was brought out from England by the reclamation company engaged in improving the lands along the Kootenai Lake and River. She was taken in over the trail from Kootenai station on the Northern Pacific to Bonner's Ferry, Idaho, where she was launched and remained for several years. T. H. Davis was her last owner. The *Idaho*, another small propeller with a penchant for traveling, was launched at Medical Lake in 1886, shortly afterward going to Lake Cœur d'Alene and thence into Kootenai Lake. She was about thirty-five feet long and is still engaged on the lake near Kaslo. Okanagan Lake was also favored with the presence of a steam yacht, the *Mary Victoria Greenhow*, launched April 21st by T. D. Short, the entire name being carried on a hull less than twenty-four feet in length.

The *Leo*, which came to this Coast as the revenue cutter *Reliance*, was operated by the Sitka Trading Company along the northern coast in 1886, with Captains Gardiner and Lennen. The *Leo* was built at Baltimore in 1863, and after coming to the Pacific Coast was condemned by the Government and sold to Captain Tichnor, who rigged her as a schooner and operated her between San Francisco and Humboldt. She was unsuccessful there and was then bought by the trading company, who ran her first as a schooner and then equipped her with the engines from the *Wildwood*. Captain Rodgers of Victoria then assumed command and was succeeded by Wagner and King, the latter taking Dr. Jackson from Southeast to Western Alaska. When the *Leo* returned from that trip Lennon took her to Port Townsend, and after handling her for a short time was succeeded by Capt. Harry Gillespie. She struck a rock in Port Houghton Bay in November, 1888, and sank. The engines were removed and remained for several years in the warehouse at Sitka. The sternwheel steamer *Gladys* was built for the Fraser River trade in 1886. She has been in charge of Capt. H. H. Burr[29] most of the time since her completion, and is still engaged on the river. The steamer *Sardonyx* sailed from Victoria, March 6th, for Mazatlan, San Blas and Manzanillo under charter to a Mexican navigation company. The Canadian Pacific Railway, which had reached its western terminus at Port Moody, or, as it is now called, Vancouver, B. C., received its first tea shipment July 26th, the American bark *W. D. Flint*, 793 tons, Captain Pearsons, arriving from Yokohama after a passage of thirty-five days with 17,430 half chests of that commodity. The German bark *Belgia* arrived a few weeks later with 330 tons of tea after a record-breaking passage of twenty-two and a half days from Yokohama to Cape Flattery.

Albert Rickards

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[27] Albert Rickards, engineer, was born in Portland, Or., in 1859, and began his marine career with the Pacific Mail Steamship Company in 1880, sailing out of San Francisco on the steamship *Colima*. He was afterward on the steamships *Willamette*, *Yaquina City*, *San Jose*, *Whitesboro* and *West Coast*, leaving deep water for a short time and going to Puget Sound, where he was employed on the steamers *Lone Fisherman*, *Pearl*, *Seattle*, *Willie*, *Celilo*, *Edith* and *Success*. He was also chief engineer of the steamer *Novelty*, going with her from the Columbia River to the Kussaloff River in Western Alaska. In 1886 he joined the United States steamer *Manzanita* as assistant engineer and has remained with her continuously since, for the last three years filling the position of chief engineer.

[28] Capt. David Davis was born in Wales in 1831 and came to the Pacific Coast in 1854 as second mate on the steamer *America*, with which he remained about four years. He was afterward third mate of the steamship *Republic* in the China trade, and also served as second and first mate on the steamships *Orizaba*, *Nevada*, *Los Angeles* and *Pacific*. For the past fourteen years he has been in the lighthouse service. He was master of the *Manzanita* for two years, until she was sent north, and then took the *Madrona*, which he has since commanded.

[29] Capt. Hans Harford Burr was born in 1855. He began steamboating in the Northwest in 1868 on the Fraser River as deckhand on the old sternwheel steamer *Hope*, afterward running on her as watchman and then as mate. Among other steamers he has been engaged on are the *Lilloett*, *Onward*, *Royal City*, *Reliance*, *Glenora*, *Gem*, *Victoria*, *Adelaide* and *Gladys*. He was master of the latter steamer six years and of the *Victoria* and *Adelaide* four years.

The Columbia River grain fleet for 1886 included one hundred and five British barks and thirty-four ships, two American barks and nine ships, one Norwegian ship and three German barks. As in the previous year, the *Tillie E. Starbuck* was the largest, while the British bark *Kingdom of Saxony*, 538 tons, was the smallest of the vessels. Ninety were over 1,000, forty-seven over 1,200, twenty-three over 1,400, eight over 1,600, and six over 1,700 tons. One hundred and twenty-nine carried wheat and twenty-three flour, while two handled both wheat and flour. Shippers were as follows: Sibson, Quackenbush & Co., forty-nine cargoes; C. Cæsar & Co., forty-four; Balfour, Guthrie & Co., thirty-nine; Portland Flour Mills Company, nine; Meyer, Wilson & Co., five; Allen & Lewis, three; Reid & Co., two; Steel & Co., McDonald & Schwabacher, and Laidlaw & Co., one each. Puget Sound, which had commenced foreign grain shipments in 1881, cleared three cargoes in 1886, the American ships *James Drummond*, 1,557 tons, *Benjamin F. Packard*, 2,076, and *Artisan*, 1,169, constituting the fleet.

A number of fine sailing vessels were launched in 1886, Hall Brothers of Port Blakely heading the list with the three-masted schooners *W. S. Bowne* and *Comet*, the barkentine *S. N. Castle*, and the Hawaiian steamers *Wailele* and *Mikahala*. The barkentine *Planter*, 498 tons, was built at Port Ludlow, and the sealing schooner *Allie I. Alger*, 75 tons, at Seattle. The schooner *Novelty*, 584 tons, was constructed at North Bend for A. M. Simpson, who also completed the tug *Traveler* at the same place. The *Traveler* was one hundred and six feet long, twenty-two feet beam, ten feet nine inches hold, and is still in active service, having been engaged in all the bar harbors in the Northwest. The schooner *Alton*, 84 tons, was launched at Marshfield. The first master's and pilot's license ever issued to a woman on the Pacific Coast was granted Mrs. Minnie Hill[30] in 1886. The young lady had been previously engaged with her husband on steamers for several years and was thoroughly conversant with the business.

CAPT. MINNIE HILL

The property lost by shipwreck in 1886 ran into the millions, and a number of lives were sacrificed. The schooner *Carrie B. Lake*, owned by the Portland Deep-sea Fishing Company, and sailed by Capt. John Exon, with a crew of five men, stranded on North Beach, about eight miles north of the Columbia River, during a thick fog January 3d, and Captain Exon, A. Jamison and the Chinese cook were drowned. The vessel was a total loss. She was built on the Sound in 1883 and valued at about $3,000. The American ship *John Rosenfeld*, 2,268 tons, as fine a specimen of marine architecture as ever floated, was towed on a reef near Saturna Island, February 19th, by the tug *Tacoma*, Captain Cameron. The *Rosenfeld* was less than two years old and at the time of the disaster was *en route* from Nanaimo to San Francisco with 3,905 tons of coal. She was drawing twenty-six feet six inches of water and struck in twenty-one feet. The tug, with but twelve feet draught, had passed over the reef and was towing her at a six-knot rate. She struck at high water and when the tide receded broke her back and filled immediately. Captain Baker at once stripped her of the rigging, furniture, etc., and she was left to her fate. She was valued at $150,000, Sewell & Co. holding a seven-eighths interest, the balance being owned by the man whose name she bore. The tug is said to have been nearly two miles out of her course when the accident happened. W. D. Logan[31] chartered the steamer *Beaver* and secured a cargo of coal from the wreck. The American barkentine *Kitsap*, Capt. David Robinson, for Melbourne from Port Gamble, was wrecked on Palmerton Island at 1:30 A. M., May 23d. The *Kitsap* was built at Port Ludlow in 1881 and was valued at $40,000. The crew, thirteen in number, reached shore in safety. The American bark *Sierra Nevada*, the first of a large fleet of coal vessels which met with disaster in the winter of 1886–87, sailed from Seattle, September 19, 1886, in command of Capt. F. H. de la Roche, with a crew of twelve men. She passed Cape Flattery on the twentieth and was never sighted again. No wreckage was found, and her fate adds one more to the long list of mysteries which have made so many dark pages in marine records in the Northwest. The American ship *Triumphant*, Captain Lawrence, while off Cape Flattery twenty-four hours after the *Sierra Nevada* passed out, encountered a terrific northern gale, accompanied with a heavy sea, and the supposition is that the *Sierra Nevada* foundered in that gale, and the fearful sea running prevented any of the crew escaping in the boats. The vessel was of but 664 tons burden, was twenty-three years old, and deeply loaded with 1,209 tons of coal, a fact which probably had much to do with her disappearance.

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[30] Capt. Minnie Hill, who enjoys the distinction of being the only steamboat captain of her sex west of the Mississippi River, was born in Albany, Or., in 1863. She commenced steamboating with her husband, Capt. Charles Hill, on the Columbia River steamer *Governor Newell*. The young lady mastered the details of steamboating with but little trouble and in due season received a regular license permitting her to take full charge of a steamer. She has been remarkably successful in her calling and has handled the *Governor Newell* for the past eight years, her husband running most of the time as engineer.

[31] W. D. Logan, engineer, was born in Pennsylvania in 1859 and commenced his marine service on Chesapeake Bay in 1876. He went to Puget Sound in 1881 as chief engineer of the steamer *Leo*, and was afterward connected with the tugs *J. N. Coleman* and *Rainier*. He left the Sound in 1890 and went to San Francisco, where he started a repair shop, which he still owns, and is at present running as chief engineer on the steamship *Alice Blanchard*.

The steamship *Beda*, while *en route* from Knappton, Wash., to San Francisco, heavily laden below with railroad iron and a deck load of lumber, foundered about forty miles west of Cape Perpetua about March 17th. The *Beda* sailed from Knappton, March 14th, with the following crew: P. Halley, master; E. Donough, first officer; P. Murphy, second officer; M. Foley, chief engineer; P. Murphy, second engineer; F. Martin, steward; James Thompson, cabin boy; John Thurlow and H. Throw, firemen; Lancett, Ross, Solomon and Hansen, seamen. She crossed the Columbia bar at 9:00 A. M. on the fourteenth, encountering a strong southwest breeze and heavy sea, which had prevented a number of other vessels from attempting the passage. Outside the wind was not so strong, but a high sea was running, and Sunday afternoon, when Fireman Thurlow went on watch, Chief Engineer Foley told him that the pumps were not working right and could not keep the vessel clear. During this and the following watch the water continued to pour in, and at 11:00 A. M. Monday morning extinguished the fires.* The vessel had then been hove to for half an hour. Her deck load was thrown overboard but failed to lighten her, and at 3:30 P. M. she was abandoned, the captain, second mate, engineer, steward, and Solomon and Hansen, seamen, taking one boat, and the rest of the crew the other. The boats were connected by a long line, but at 3:00 A. M. on the sixteenth the captain feared a collision and cut it. At daylight his boat had disappeared from view, while those with the mate sighted land, and by rowing and sailing reached the outer line of breakers at 7:00 P. M. on the seventeenth. They stood off until 2:00 P. M. on the eighteenth, when Second Engineer Murphy and the boy Thompson died. It was then decided to go through the breakers, but in running for the beach the first breaker capsized the boat, and the only ones who reached shore were Fireman Thurlow and Seaman Louis Lancett, who struck the beach about five miles north of the Umpqua, near where the steamer *Tacoma* was wrecked in 1883. After recovering from the terrible ordeal they were taken to San Francisco by the steamer *Gotama*. The *Beda* was built at North Bend, Or., in 1883, and was of about 370 tons register.

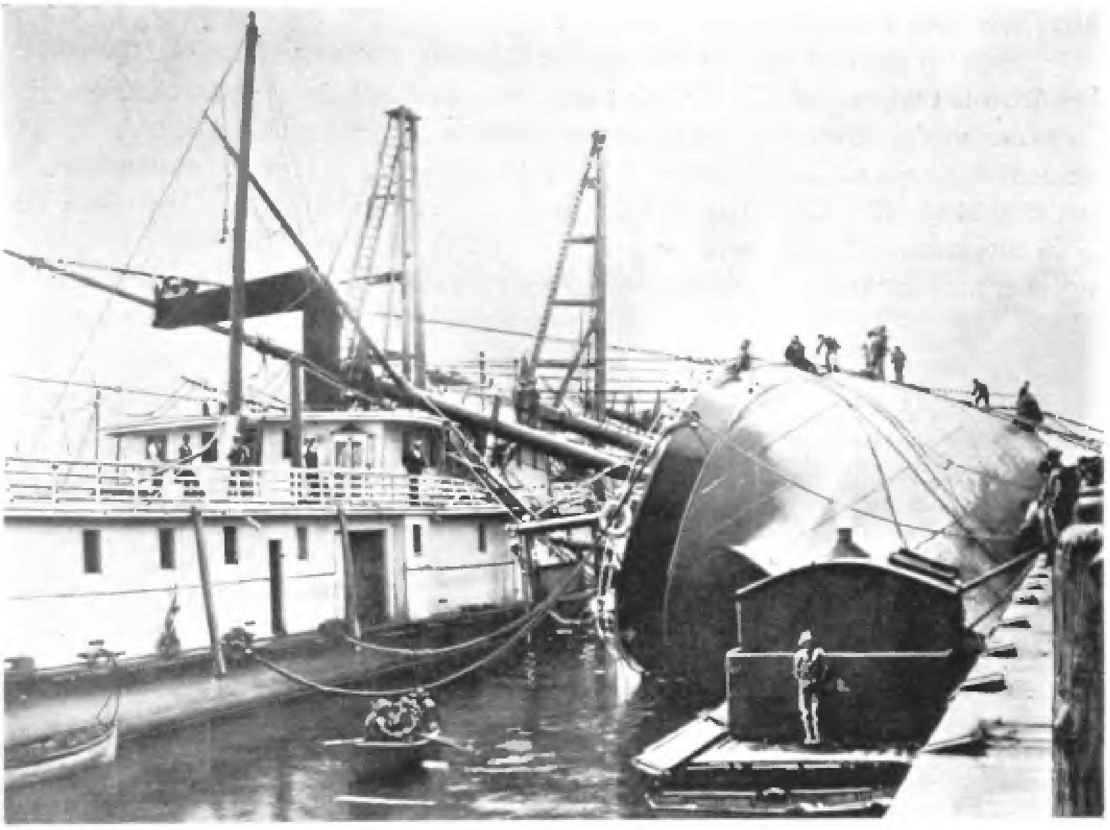
CAPT. JOHN W. BROOKS

The American bark *W. H. Besse*, Captain Gibbs, from New York for Portland with a cargo of railroad iron, and with a crew of seventeen men, was wrecked on Peacock Spit, July 23d. The captain accounted for the disaster by saying that he had stood in for Cape Hancock light until by cross bearings the bar was one mile distant, and, when he wore ship to stand off for the night, she struck. It was the general belief, however, that he was attempting to sail in without a pilot, and with an old chart. Hundreds of seasiders were on the beach at the time, and all were aware of the critical position of the ship for several moments before she struck. She was soon knocked to pieces by the sea, but all the crew reached shore in safety. The Besse Buoy, which now marks the spot, is a lasting monument to the carelessness of an over-confident captain. The *Besse* was valued at over $45,000, with a $75,000 cargo. The steamship *Barnard Castle*, a well known collier, struck on Rosedale Reef near Race Rocks, November 23d, commenced filling immediately, and was beached at Pilot Bay, Bentick Island. The steamer was in charge of Pilot Urquhart, from Nanaimo for San Francisco with 2,300 tons of coal. The first officer was on watch when the accident happened. The shock was so light that it was at first thought the damage might not be serious, and she was accordingly headed for Esquimalt with all pumps going, but the water gained so fast that the engineer notified the captain that it would be impossible to keep her afloat more than fifteen minutes. She was then beached, going down in six fathoms of water and proving a total loss. Her sister ship, the *Hylton Castle*, which had formerly been in the same trade, was wrecked January 11th, twelve miles south of Fire Island light, while *en route* from New York to Rouen with a cargo of corn, the captain and ten men losing their lives. The British bark *Sir Jamsetjee Family*, 1,049 tons, in command of Capt. John Thompson, with a crew of fifteen men, went ashore near Point Grenville, December 1st, while *en route* from Melbourne to Port Townsend in ballast. The thick weather had prevented an observation for several days, and the ship was running on dead reckoning under shortened sail when she brought up in the breakers off the Indian reservation. The crew reached shore in safety and made their way to Gray's Harbor and thence to Astoria. The vessel was twenty-two years old and valued at $25,000.

The British ship *Carmarthan Castle*, an iron vessel of 1,407 tons burden, stranded near Nestucca Bay at three o'clock on the morning of December 2d, while *en route* from San Pedro to Portland in ballast. She was in command of Capt. William Richards, with a crew of twenty-eight men. Like the *Sir Jamsetjee Family*, the ship had run on dead reckoning for several days, and until she struck during a strong gale with a heavy sea the captain supposed she was thirty miles off shore and eighty north of Tillamook. The American bark *Ella S. Thayer*, Captain Mathson, from Tacoma for San Francisco with a cargo of coal, foundered at sea about fifteen miles off Cape Flattery, December 16th. The bark encountered heavy weather for several days, and all of her boats were destroyed except one twenty feet long. Into this the fifteen men dragged themselves, and, without food or water, drifted about for thirty-six hours before they were finally picked up by the German bark

Von Moltke, Captain Cox, and taken to Victoria. The *Ella S. Thayer* was built at Bath, Me., was twenty-one years old, and had been on the Coast a little over two years. She was owned by Charles A. Nutson of San Francisco. The Chilean bark *Lilly Grace*, a composite vessel of 545 tons, became water-logged a few miles north of Gray's Harbor, December 20th, while *en route* from Port Discovery to Valparaiso in command of Capt. Charles Wall. She sailed December 12th, passed Cape Flattery on the morning of the fourteenth, on the fifteenth commenced leaking, and during a terrific gale and heavy sea, with eleven feet of water in her hold, the deck load began breaking up, and the forecastle deck-house, galley and forward cabin were washed away. The crew constructed a raft, which they towed astern as the vessel was going to pieces; but on the nineteenth they lost the raft, and the bark was headed for the beach to save the lives of those on board. A heavy surf prevented them from landing until twenty-four hours after the vessel went into the breakers. They were then rescued by the Indians, who came out in a surf-boat, and made their way overland to Olympia.

The American ship *Harvey Mills*, Captain Crawford, from Seattle for San Francisco with a cargo of coal, foundered about sixty miles off Cape Flattery, December 14, 1886. The *Mills* was a vessel of 2,700 tons register and deeply loaded. She encountered a very heavy gale December 13th and was on her beam ends all night. About 3:00 A. M. on the fourteenth the mizzenmast was cut away in the hope that the ship would right. It carried the mainmast with it, and half an hour later the ship went down. Eight men escaped on two hastily constructed rafts, and twelve were left on board. When daylight came one of the rafts and all traces of the ship had disappeared. On the other, Cushman, first mate, and Alexander Valgrem and Jacob Brown, seamen, floated until the eighteenth without food or water and with the sea continually breaking over them. For two days their frail support carried another seaman, who became insane and jumped overboard. The others were finally picked up by the *Majestic*, Captain Bergman, who landed them at San Pedro.


STEAMER "OCKLAHAMA," WRECKED BY BRITISH BARK "ALLIANCE"

The schooner *Trustee*, lumber-laden from Gray's Harbor for San Francisco, went ashore at Peterson's Point, April 24th. She was towed out by the tug *Hunter*, but after letting go of the hawser the wind failed and the current carried her ashore. The British bark *Webfoot*, from Tacoma for Callao with 862,000 feet of lumber and 200 cases of salmon, was burned in the Straits of Fuca, November 13th. The *Webfoot* sailed from Port Townsend, November 10th, in command of Capt. Gilbert Yeates, and arrived at Cape Flattery the next morning leaking, owing to a very heavy southwest sea. A portion of the deck load was thrown off, but this did not seem to help matters much, and on the twelfth the crew went aft and asked the captain to put back, as the ship was filling too rapidly to proceed. She was then headed for Royal Roads, and a pilot was taken on board at 5:00 P. M. Two hours later the bark was reported on fire. Efforts were made to extinguish it but without avail, and at 10:00 P. M. all hands took to the boats with the exception of Captain Yeates and one sailor, who remained on board until driven off by the intense heat. All hands were then taken to Victoria by the tug *Pilot*. The *Webfoot* was thirty years old and registered 1,061 tons. The American ship *Belvidere*, 1,255 tons, in command of Capt. J. S. Gibson,[32] with a crew of nineteen men, was wrecked on Bonilla Point, November 29th, while *en route* from Wilmington to Departure Bay in ballast. During a dense fog, accompanied by a heavy sea, she struck a reef and was afterward pulled off by the *Tyee*, but had received such injuries that she foundered before the tug could beach her and became a total loss. The vessel was owned by Captain Nelson and Goodall, Perkins & Co. of San Francisco and was under charter to R. Dunsmuir.

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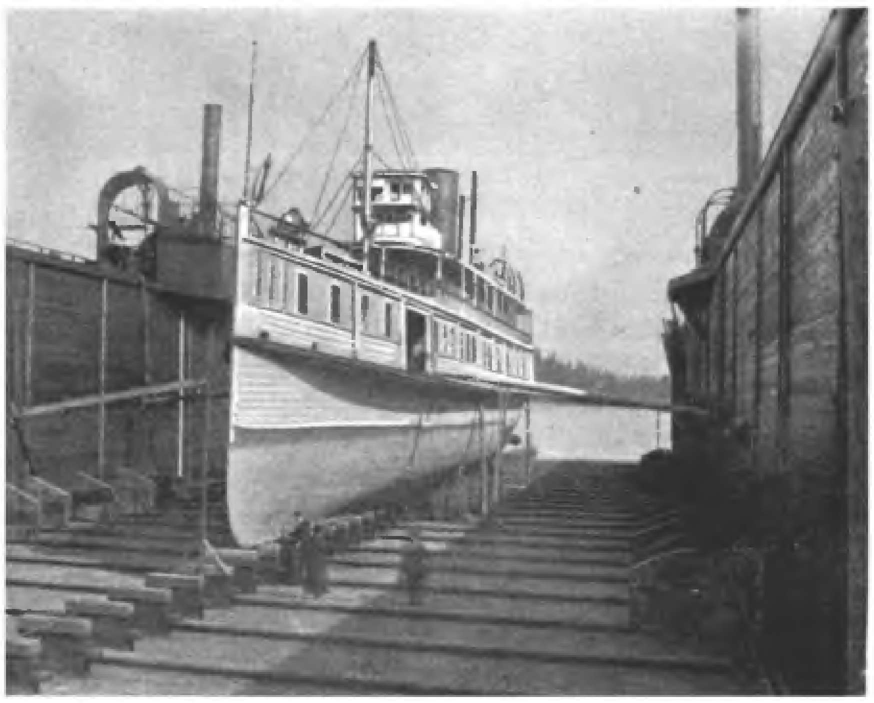
[32] Capt. J. S. Gibson is one of the best known sailing captains on the Pacific Coast and is also a familiar figure in Atlantic ports. After the loss of the *Belvidere* he had command of other coasting vessels in the lumber and coal trade, the last one being the old bark *Colorado*, which he left in 1894 to take the position of first officer on the steamship *Hudson*, plying between New York and New Orleans. When the whaleback steamer *City of Everett* was placed in service on the Pacific Coast, her owners secured the services of Captain Gibson as first officer. While the steamer is in charge of Captain Bucknam, who is a new man on the Coast, not a little of her success is due to the long experience and practical knowledge of Pacific Coast navigation possessed by Capt. J. S. Gibson.

Two well known steamers were destroyed by fire on the Columbia River. The *A. A. McCully*, which Capt. Z. J. Hatch had taken to the lower Cascades with the expectation of lining her over the rapids during the June freshet, burned to the water's edge at the lower Cascades, May 22d. She was insured for $12,000, which was about all she was worth. The steamer *Westport* burned at Westport, December 18th. The steamer *Ocklahama* was the victim of a peculiar accident in Portland. She was alongside the British bark *Alliance*, June 17th, for the purpose of moving her away from the the dock, but, before leaving, the bark careened and came over on top of the steamboat, smashing the pilot-house, hog-chains and smokestack, and damaging the steamer to the extent of several thousand dollars. Capt. H. A. Emken of the *Ocklahama* was in the pilot-house at the time, and seemingly by a miracle escaped comparatively unhurt. Despite the immense weight, the steamer supported the bark until she was righted. The *Alliance* was mulcted for the damages to the *Ocklahama*, as her owners had claimed that she would stand alone without ballast. The steamship *State of California* had two expensive accidents in 1886. She broke a shaft when forty miles south of the Columbia River, April 30th, and the *Oregon* was awarded $12,500 for towing her into Astoria. While entering San Francisco harbor from Portland, April 7th, she was struck by the barkentine *Portland*, and sustained damages amounting to several thousand dollars, over sixty feet of her iron bulwarks being torn off above the main deck. The whaling bark *Atlantic*, Captain Warren, was driven ashore near the Cliff House during a heavy fog December 16th, and thirty-six lives were lost in the breakers.

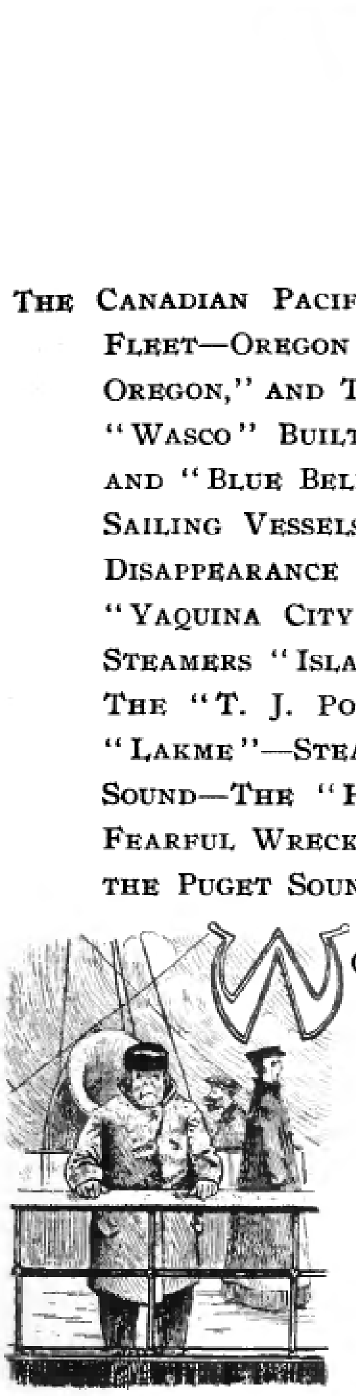
Several pioneer marine men passed away in 1886, the first on the death-roll being Capt. John Exon, who was drowned when the *Carrie B. Lake* was wrecked in January. Capt. J. W. Smith, who built the steamer *Josephine* on the Sound in 1877, died at Seattle, March 12th. Capt. A. Pingstone of the steamer *Kootenai* was accidentally shot at Little Dalles, April 27th, and bled to death. Steamboat Inspector Vigor of Victoria died in that city May 6th; Capt. Charles Holman at Portland, July 3d; Capt. Seth Pope at St. Helens, July 23d; Capt. L. L. Simmons, of the steamship *Walla Walla*, at San Francisco, August 23d; Frank Farnham, a popular engineer on the Sound, at Seattle, October 13th; and Capt. George Jerome at Portland, November 27th.



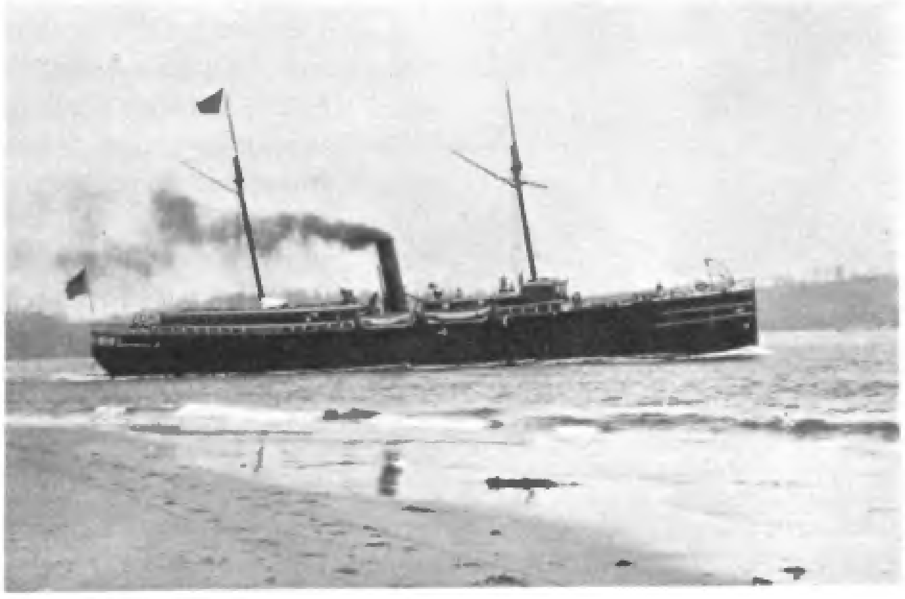
STEAMER "FLYER" IN DRYDOCK AT QUARTERMASTER HARBOR

CHAPTER XVII.

THE CANADIAN PACIFIC RAILWAY COMPANY'S STEAMSHIPS — INCREASE IN BRITISH COLUMBIA'S STEAM FLEET—OREGON PACIFIC RAILWAY COMPANY'S STEAMSHIPS "WILLAMETTE VALLEY" AND "EASTERN OREGON," AND TUGS "RESOLUTE," "RANGER," "THISTLE" AND "J. M. COLEMAN"—THE STEAMER "WASCO" BUILT ON THE MIDDLE RIVER—KOOTENAI LAKE STEAMERS "SURPRISE," "GALENA" AND "BLUE BELL"—PUGET SOUND LUMBER AND COLUMBIA RIVER GRAIN FLEET—NUMEROUS FINE SAILING VESSELS BUILT IN THE NORTHWEST—AN EPIDEMIC OF MARINE DISASTERS—MYSTERIOUS DISAPPEARANCE OF THE "SIERRA NEVADA" AND "ST. STEPHENS"—WRECK OF THE STEAMSHIPS "YAQUINA CITY" AND "YAQUINA BAY"—CANADIAN PACIFIC STEAM NAVIGATION COMPANY'S STEAMERS "ISLANDER" AND "PREMIER"—STEAMSHIPS IN THE NORTHWESTERN TRADE IN 1887—THE "T. J. POTTER," "UNDINE" AND "TELEPHONE"—STEAM SCHOONERS "MICHIGAN" AND "LAKME"—STEAMSHIP SERVICE ESTABLISHED TO GRAY'S HARBOR—TUG "SEA LION" ON PUGET SOUND—THE "HASSALO" SHOOTS THE CASCADES—PUGET SOUND'S COAL AND LUMBER FLEET—FEARFUL WRECK OF THE "ABERCORN"—BOILER EXPLOSION ON THE "BOB IRVING"—BURNING OF THE PUGET SOUND STEAMER "LIEF ERICKSON."



WONDERFUL STRIDES were made in marine development with the completion of the Canadian Pacific Railway, and a decided revival was noticeable in British Columbia waters. Pending the construction of the magnificent steamships *Empress of India*, *Empress of Japan* and *Empress of China*, the railway company secured several Atlantic liners to ply between Vancouver, as they had named their western terminus on Burrard's Inlet, and the Orient. The first vessel of the new Oriental line, the steamship *Abyssinia*, arrived at Vancouver, June 14, 1887, with 2,830 tons of merchandise. She was followed July 5th by the *Parthia*, a sister ship in the Atlantic trade. Other steamers of the line were the *Port Augusta* and *Port Victor*, the two latter making but few trips, while the others remained in service until the arrival of the new steamships. The *Parthia* was then secured by the North Pacific Steamship Company and after making a few voyages under her old name returned to England, where she was remodeled, renamed and supplied with new engines and furnishings, starting for the Pacific Coast again as the *Victoria*. She has since been regularly engaged in the trade between Tacoma and the Orient. Her dimensions are: length, three hundred and sixty feet five inches; beam, forty feet four inches; depth of hold, thirty feet four inches; gross tonnage, 3,166.70; with triple expansion engines thirty-one, fifty, and seventy-six, by fifty-four inches. She is in charge of Capt. John Panton, R. N. R.,[1] and



STEAMSHIP "WILLAMETTE VALLEY"

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[1] Capt. John Panton, master of the steamship *Victoria*, was born in Scotland, and was for many years with the White Star line as third, second and first mate and as master. He came to the Northwest in 1887 as first officer of the steamship *Parthia*, which he afterward commanded. When the *Empress of India* and her sister ships appeared, the *Parthia* was placed on the route between Tacoma and Japan under the name *Victoria*, and has since been in charge of Captain Panton.

Chief Engineer Thomas Skinner,[2] and carries a crew of eighteen Europeans and sixty-five Asiatics. The *Abyssinia* returned to the Atlantic in 1891, and after making a few trips burned at sea December 16, 1891, her crew and passengers being rescued by the steamship *Spree*.

For a connecting link between the Canadian Pacific Railway terminus and the United States, the Canadian Pacific Navigation Company constructed the steamer *Premier*. She was built by the Union Iron Works of San Francisco, was two hundred feet long, forty-three feet beam, and ten feet hold, with a steel hull and wooden upper works, and was fitted with triple compound engines twenty-three and one-half, thirty-four and one-half, and fifty-four and one-half, by thirty-six inches, with an eleven-foot propeller. She arrived at Victoria, October 5th, in charge of W. H. Furgeson, captain, and J. F. Jackson, chief engineer. She was at once placed on the route in command of Capt. Frank White, who had been running the *Princess Louise* and *R. P. Rithet*. White was succeeded by Capt. John O'Brien, and in about 1890 Capt. B. Gilboy was given the captaincy. While *en route* from Port Townsend in charge of the latter, with E. G. Baughman, pilot, the steamer collided with the steamship *Willamette* off Marrowstone Point at 1:30 A. M., October 8, 1892. The *Premier* sank in a few moments, and several of her passengers were instantly killed (see wreck of *Premier*, 1892). She was afterward raised by Commodore John Irving and placed on the Vancouver route, where she has since been running in charge of Capt. George Rudlin, with T. G. Mitchell, engineer. Her name has recently been changed to *Charmer*.

The *Mamie*, the first steamer built at Vancouver, B. C., was launched in 1887 by J. F. T. Mitchell of Seattle and is still in service. The *Badger*, a propeller seventy-five feet long, fourteen feet beam, and six feet hold, was launched at Victoria, October 19th, for Hare & Oakes. She was used in towing scows between Nanaimo and Victoria, and was wrecked December 16, 1890. The underwriters sold her to the owners for $150, and she was subsequently raised and repaired. The steamer *Teaser* was lengthened twenty-one feet, and as the *Rainbow* commenced running on the New Westminster and Victoria route in command of Captain Cavin, who remained with her until 1890, when he was succeeded by Captains James Goff and George Marchant. The steamer *Muriel*, length seventy-eight feet six inches, beam fourteen feet, depth of hold seven feet six inches, was launched at Victoria, October 22d, for L. G. Dumbleton. Captain Savary was first in charge, and was succeeded by Cunningham, Rogers, Marchant and other captains, George McGregor[3] serving as engineer. The steamer *Dunsmuir* was also added to the fleet in 1887, running out of Vancouver most of the time, and in 1889 was operated in opposition to the *Rainbow* between Nanaimo and Vancouver. Captain Rogers has handled her almost continuously since her construction. The *Red Star*, a diminutive propeller thirty feet long intended for the Sicamous, was completed at Victoria for the Columbia Milling Company. Other small steamers appearing in the Victoria district this year were the *Nell*, Captain Madden; *Eliza*, McPhaiden; and the *Iris*, a steam launch built at Wrangel, Alaska. The ancient *Beaver* was commanded in 1887 by Capt. George Brown, who made a few trips to Valdez Island with emigrants. Captain Williams was handling the *Barbara Boscowitz* on northern routes. Other small steamers engaged at Vancouver, Victoria and Nanaimo were the *Bell*, Captain Johnson; *Etta White*, Smith; *Lottie*, Brown; *Maude*, Meyer and Jones; *Woodside*, Gardiner and Trenchard; *Sir James Douglas*, Gardiner; and the tug *Alexander*, Pamphlet. The steamship *Sardonyx* was purchased by the Canadian Pacific Navigation Company and placed on the route between Portland and British Columbia points as a feeder for the Canadian Pacific Railway. The tramp steamship *Antonio*, built at Sunderland in 1887, arrived at Victoria, October 22d, from Hongkong, where she was secured by Dunsmuir for the coal trade. The *San Pedro* was also chartered for the same business. Other steamships in the coal and passenger trade between San Francisco and British Columbia were the *Empire*, Captain Butler; *Ancon*, Hunter; *Al Ki*, Crawford and Blackburn; *George W. Elder*, Ackley and Hunter; *City of Chester*, Wallace; *Idaho*, Carroll and Ingalls; *Mexico*, Huntington; *Umatilla*, Blackburn and Holmes; *Wellington*, Whitworth; *Walla Walla*, Hansen; and the *Willamette*, Blackburn. The *Leo*, Captain Lennen, and the *Karluk*, Captain Anderson, were running to Alaska. The *Wilmington*, Captain Gage, also made a few trips north.

THOMAS SKINNER

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[2] Thomas Skinner, chief engineer of the steamship *Victoria*, was born in Leith, Scotland, and has been engaged in the marine business for twenty-six years. He was a pioneer engineer on three different steamship lines between China and the Pacific Coast, where he arrived in 1887 with the *Parthia*, running between Vancouver and the Orient. Prior to his advent on the Pacific Coast, Mr. Skinner had served on passenger steamers out of London and Leith for many years, and had also been engaged in deep-water service in nearly every part of the globe.

[3] George McGregor, engineer, of Victoria, B. C., was born in Scotland in 1863, and commenced steamboating on Burrard's Inlet in 1888 as engineer on the *Muriel* with Capt. George Marchant. He was afterward on the *Lottie*, *Hope* and *Thistle* with Captains Munroe, Holmes and Nickerson. He is part owner and engineer on the tug *Sadie*, with which he worked for eighteen months on the wreck of the steamship *San Pedro*.

The Oregon Pacific Railway were making great efforts to establish a seaport at Yaquina, and increased their fleet in 1887 with the *Willamette Valley* and *Eastern Oregon*. The latter was a light-draft iron steamship built at Chester, Penn., in 1883 for the Charleston & Florida Steamship Company, who intended her to enter the mouth of the St. John's River. She was christened the *City of Palatka*, but the yellow fever and the frost played such havoc with the tourist and orange trade that she was sold at a sacrifice to the Oregon Pacific. Capt. George Paton was her first master under this ownership, and in 1890 she was purchased by the Oregon Improvement Company. After making a few trips between San Francisco and the Sound, she alternated with the *Premier* on the Vancouver route until December, 1891, when she caught fire on the gridiron at Olympia, and everything except the bare hull was destroyed. The *Willamette Valley* was built at Wilmington in 1883 and was first in command of Captains Hall and Kelly, who were succeeded by Paton in 1889. When the Oregon Pacific became financially involved, the steamer was seized in San Francisco and has been in the hands of the court most of the time since, the receiver preferring to leave her there and to perform her work with smaller steamers, which can be operated at less expense. The company also built the tug *Resolute*, which was handled on the bar until 1888 by Capt. James Robertson,[4] and subsequently by W. J. Rickards, Charles P. Lucky and S. J. Wheeler. As a feeder to their rail and steamship lines the company constructed the river steamer *William M. Hoag*, a sternwheeler one hundred and fifty feet long, thirty-two feet beam, five feet six inches hold, with engines sixteen by sixty inches. She was handled by Capt. George Raabe until 1892, and then by Captains Robert Young and Miles Bell. In 1894 she was chartered by the Oregon Railway & Navigation Company and has been operated by them most of the time since. The steam schooner *Signal*, length one hundred and fifty feet, beam thirty-four feet four inches, depth of hold thirteen feet eight inches, was launched at North Bend in 1887 and has been engaged in the coasting trade since, most of the time in command of Captain Bendegard. The steamer was operated for a few months between Portland and Vancouver in connection with the Canadian Pacific Railway, but proving too slow for that route resumed her work as a freighter.

TUG "RESOLUTE"

The tug *Ranger*, length one hundred and six feet four inches, beam twenty-two feet nine inches, depth of hold eleven feet two inches, was also set afloat at North Bend and has since been employed on several of the bar harbors of the Northwest. The steamer *Thistle* was completed at San Francisco by Matthew Turner for R. D. Hume at a cost of $13,000. She was intended for the Rogue River trade and was a double-ender, having a four-foot propeller forward and another six inches larger astern. Her dimensions were, length seventy-two feet, beam eighteen feet, depth ten feet, with engines ten and twenty by twelve inches. Capt. John G Walvig[5] was placed in command, remaining with her several years. W. E. Brown,[6] William Fox,[7]

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[4] Capt. James Robertson of Newport was born in Maine in 1847 and has been connected with the marine business for thirty years. He is the youngest son of Samuel Robertson, who arrived at San Francisco on the ship *Fannie* in 1850, when she brought out the famous steamer *S. B. Wheeler*. The *Fannie* was built in Maine, planked up above the water line and launched without all of her deck frames. She was then scuttled, and the *South by West*, as the famous steamer was afterward called, was floated into a ship's hold, after which, when the tide fell, the ship was pumped out and her deck and frame built over the steamer and put together with screw bolts. On arrival at San Francisco, Robertson, Sr., superintended taking the steamer out of the ship and rebuilt her, after which she ran on the Sacramento River for a number of years. In 1863 the subject of this sketch ran away from home and after passing through the regular routine of a runaway became mate of a Mediterranean fruiter. After sailing around the world in that position for several years, he reached the quarter deck in 1876, and since that time has commanded steam and sailing craft of all sizes and rigs. In his thirty years' experience he has had one shipwreck, one collision, and one ship founder in less than four hours after having sprung a leak, but never has had an accident by which life was lost. He began steamboating in the Northwest at Yaquina Bay on the tug *Favorite* in 1885.

[5] Capt. John G Walvig was born in Norway in 1848. His first marine experience was in the Norwegian Navy, where he was employed as oiler on the gunboat *Rucan*. He came to the Pacific Coast in 1867, his first service there being as mate on the scow schooner *Greenwood*, subsequently taking command of the schooner *Fritzoff*, with which he remained for over three years, afterward serving as master for a similar length of time on the schooners *Alice Kimball* and *Courser*. He then took the schooner *Helen M. Kimball*, which he sailed for nearly four years, going from her to the *Del Norte* and *Norway*, remaining with the latter until the tug *Thistle* was constructed. After leaving the *Thistle* he joined the steam schooner *Whitesboro*, commanding her and the *Del Norte* alternately until October, 1890, when he took the steamer *Sunol*, which he has since successfully handled, running to various ports in Oregon, Washington and California.

[6] W. E. Brown, engineer, was born in San Francisco in 1863 and commenced his marine service in 1882 as oiler on the steamship *Belgic*, going from her to the *Umatilla*. He served on the *Queen* four years as third, second and first assistant, and was then appointed chief of the steamer *Lakme*. He also held that position on the tug *Thistle* at Rogue River for a few months, and for the past four years has been in charge of the engine-room on the steamship *Arago*.

[7] William Fox, engineer, of Empire City, Or., was born in Oregon and began in the marine service on the old tug *Columbia*, remaining with her for nearly four years. He was afterward engaged as first assistant and chief engineer on the steamer *George H. Chance*, and in the latter position on the schooner *Hattie Gage*, and four months on the tug *Lena L.*, which he then chartered. He was afterward on the tug *Annie* for eighteen months, and has recently been in charge of the engines on the *Thistle*.

Peter Harrigan[8] and M. Berry[9] were among her engineers. Puget Sound added a fine tugboat to the coasting fleet in 1887, the *J. M. Coleman*, which left the ways at Seattle, October 12th. She was intended for towing at Gray's Harbor and Shoalwater Bay, and in that service has been handled by Capt. Chris Olsen.[10] Her dimensions are, length seventy-one feet five inches, beam eighteen feet four inches, depth seven feet four inches, with engines twelve and twenty-four by eighteen inches. The tug *Pioneer* was sold by the Portlanders in May for $25,000 to A. D. Moore of Port Discovery and taken round by Capt. Dan McVicar, who had commanded her while she was on the Columbia. The tug *Mastick*, on which Captain Gilmore had spent $20,000 in repairs, made her trial trip May 27, 1887. The *J. B. Libby* reappeared in August as a propeller, Captain Brittain having expended $17,000 in altering and remodeling her. The Pacific Navigation Company was organized at Tacoma, March 7th, and engaged Capt. J. J. Holland to construct the sternwheeler *Skagit Chief*, length one hundred and thirty-seven feet five inches, beam twenty-six feet three inches, depth of hold five feet five inches. The steamer is still in service on the local mail route between Tacoma and Seattle and has recently been handled by Capt. August Hanson[11] and Engineer Frank Grounds. The steamer *Rainier*, length eighty-one feet four inches, beam twenty feet nine inches, depth of hold nine feet, was launched at Seattle, July 27th, for J. Scoland, H. Harkins and J. Penny. Her original owners sold her soon after completion, and she has recently been in charge of Capt. Elmer E. Libby.[12] Morgan & Hastings disposed of the *Rustler* to British Columbia parties and afterward purchased the *Wildwood*. Other small steamers built in the Puget Sound district in 1887 were the *North Bay* at Olympia, *Tolo* at Eagle Harbor, *Bessie* at Tacoma, *De Haro* at East Sound, *Jennie June* for Squak Lake, *Laura Maud* at Lake Washington, and the *Violet* and *Takou* at Seattle. The *L. J. Perry*, constructed at Port Gamble in 1875, was supplied with steam in 1887 and is still running on the Sound as a freighter. The steam launch *Octavo*, an Eastern built craft, also appeared at Seattle; the old sternwheeler *Zephyr* was sold to the Tacoma Mill Company to be converted into a towboat; and the steamer *Queen City* was purchased by Stetson & Post. The *Evangel*, Captain Tarte, was on the island route, and the *North Pacific* and *George E. Starr* were running to Victoria in command of Captains Anderson, Roberts and Wilson. The *Olympian* had been leased to the Pacific Coast Steamship Company, who ran her to Alaska until October, when she again took her place on the Victoria route in charge of Captain Anderson and Engineer Van Tassell. While in the Alaska trade she was handled by Capt. James Carroll and Chief Engineer John Melville. The steamers *Fleetwood* and *Emma Hayward*, which had commenced their racing career on the Columbia several years before, engaged in contests of speed nearly every day between Seattle and Tacoma.

TUG "J. M. COLEMAN"

Several years had elapsed since a new steamer had appeared on the middle Columbia, but in 1887 the Columbia Transportation Company, of which the Coe Brothers, well known steamboatmen, were leading spirits, launched, at Hood River, the *Wasco*, a commodious propeller one hundred and thirty-five feet long, twenty-two feet beam, and six feet eight inches hold, with engines twenty by twenty inches, and she arrived at The Dalles on her first trip October 29th in command of Capt. H. C. Coe. She was employed but a short time on the route for which she was intended, was brought over the Cascades in 1889, and a year later sent to Puget Sound, where she was subsequently purchased by Capt. Samuel A. Hoyt,[13] who ran her for a short time and then sold her to Capt. W. H. Ellis. The North Pacific Lumber Company at Portland built the sternwheel steamer *Fannie*, one of the best towboats that had yet appeared. She was one hundred and forty-two feet five inches long, twenty-eight feet four inches beam, and six feet six inches hold, with engines sixteen by seventy-two inches. Capt. Thomas Crang and Chief Engineer H. J. Winterbotham[14] were first in charge, and in 1888 Capt. Frank Grounds was master. He was succeeded a year later by H. T. Groves, who has since commanded, H. Coates serving for a long time as engineer. The steamer *Alaskan*, which had been lying at the boneyard since her arrival from the East, made her trial trip May 21st, with J. W. Troup, captain, Thomas Smith, engineer. She was shortly afterward placed on the seaside route with the same captain, A. L. Pease, pilot, W. G. Dillingham, purser, and in the course of the summer engaged in several very interesting races with the *Telephone*, in which the Oregon production proved a trifle too speedy for the big sidewheeler. The Portland & Coast Steamship Company was organized December 12th by Charles F. Beebe, F. K. Arnold and F. R. Strong, the principal object being to secure for Portland a larger portion of trade from the small towns along the coast. They secured the *Alliance*, *Dolphin* and *General Miles*, remodeling and enlarging the latter steamer and naming her the *Willapa*. With this fleet the new company enjoyed a lucrative trade until the completion of the railroad to Gray's Harbor and Shoalwater Bay cut off two of their best sources of revenue.

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[8] Peter Harrigan, engineer, was born in Ireland in 1847 and followed the water for several years on the Atlantic Coast and on tugboats at the mouth of the Delaware River. He moved to the Pacific Coast about twenty years ago and joined the steamship *Dakota*. He was in the steamship service to Panama, China and Alaska, and then went to Virginia City and worked ashore for eight years. On his return he joined the steamship *Queen*, with which he ran north for about six months. He was afterward with the tug *Thistle* at Rogue River for a year and a half, going from there to Lake Tahoe, where he served as chief of the steamer *Tallac* for three years, but went back to salt water and joined the *Farallon*, running to Humboldt. When she was laid up he went north on a whaling cruise as chief of the steamer *Thistle*. He made a trip north for the canneries in the same vessel, and on leaving her joined the *Jeannette* as first assistant, going on a whaling voyage lasting seventeen months. On his return he joined the steamship *Homer*, with which he has since been connected.

[9] M. Berry, engineer, was born in Baltimore in 1849 and arrived on the Pacific Coast in 1855 on the revenue cutter *Lincoln*, going East two years later and returning on the *Wyanda* in 1859. He remained with her four years and then went East again, where he remained until the *St. Paul* started for the Coast, when he shipped as oiler. For the next decade he was engaged on different steam schooners, and was for about a year chief of the tug *Thistle* on Rogue River bar. He is at present on the steamer *Alcazar*.

[10] Capt. Chris Olsen was born in Norway in 1851 and began sailing out of San Francisco as mate on the schooner *Jennie Wand*. From there he went to a pilot-boat on San Francisco bar for two years, leaving her to enter the coasting trade on the schooner *Fanny Adele*. He left her to join the tug *Coleman* on Shoalwater Bay, which he has commanded for the past eight years, with headquarters at North Cove, towing on Gray's Harbor and Willapa bars.

[11] Capt. August Hanson was born in Sweden in 1853. After following the sea in various parts of the world, he arrived in Portland and commenced steamboating on the Willamette River, from there going to Puget Sound, where he was first engaged on the steamer *Yakima*. Since then he has had charge of several well-known steamers on the Sound, and has recently been engaged on the steamer *Clara Brown*.

[12] Capt. Elmer E. Libby was born in Maine in 1863, arrived on the Pacific Coast about 1877, and began running between San Francisco and Coos Bay on the steamship *Pelican*, afterward going to Puget Sound, where he has since been connected with a number of small steamers, his last command being the *Rainier*.

CAPT. SAMUEL A. HOYT

F. M. Warren, the canneryman, built the fast propeller *Puritan* at Portland in 1887. The *Puritan* was sixty-eight feet long, fifteen feet beam, and five feet hold, with two ten by twelve inch engines. She was first commanded by Capt. Charles Hooghkirk,[15] who ran her between Sand Island and Cathlamet, carrying fish, and afterward by Fred G. Lewis, A. P. Warren and W. E. Warren. In 1892 she was bought by D. F. Drysdale, a prominent salmon canner at Point Roberts. Capt. E. W. Spencer constructed the steamer *Alarm* at Portland for use as a ferry between the city and the suburbs on the eastern bank. He operated her successfully until 1889 and then disposed of her to Foster & Sales. She was afterward sold to Vincent Cook, the Clifton canneryman, and handled by Capt. Wilbur Babbidge. The *Alarm* was sixty-nine feet eight inches long, thirteen feet beam, and five feet hold, with ten by twelve inch double engines. The old *Vancouver* was purchased by F. B. Jones, who

H. J. WINTERBOTHAM

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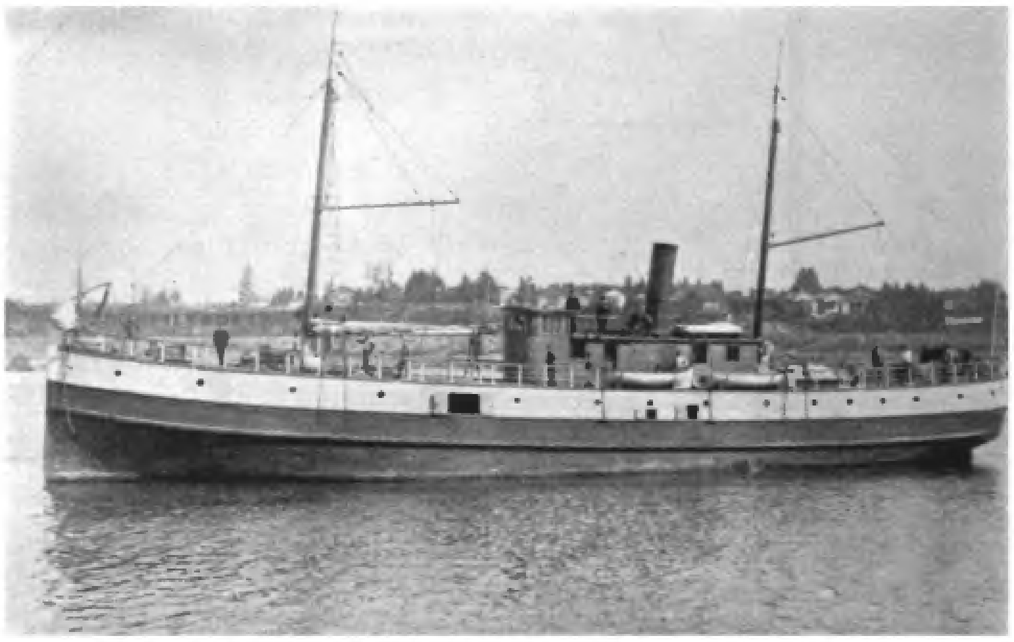
[13] Capt. Samuel A. Hoyt of Seattle was born in Boston, Mass., in 1852, and when a young man entered the employ of the Boston, Baltimore & Norfolk Steamship Company. He came to the Pacific Coast in 1877 and ran for a short time between San Francisco, Portland and Puget Sound, leaving this route to engage in steamboating on the Sound, where he has commanded several well known steamers and has had uniformly good luck with every vessel with which he has been connected. He was harbor master at Seattle for three years, and soon after retiring from this position purchased the steamer *Wasco* and operated her on various routes out of Seattle. Captain Hoyt was a boyhood companion and life-long friend of John Boyle O'Reilly, and roomed with him in Boston for a number of years when that gifted man was unknown to fame.

[14] H. J. Winterbotham, engineer, was born in Maine in 1855, at the age of fifteen began going to sea, and on his first trip was shipwrecked off the coast of Newfoundland, when he was one of three rescued in a crew of thirteen. Young Winterbotham was taken to Glasgow by the rescuing ship and from there went back to Maine, where he again shipped on a merchant vessel for Venezuela. On his return he entered the service of the Boston & Bangor Steamship Company as fireman and worked up to the position of chief engineer. In the winter of 1882 he reached the Columbia River and secured employment on the steamer *Edith*, which he left in a few months to take a position on the Vancouver and Albina ferries. When the North Pacific Lumber Company built the steamer *Fannie* he was placed in charge of her engines, remaining there for three years and a half. For the past five years he has been in the service of the Vancouver Transportation Company as chief engineer of the steamer *Lurline*.

[15] Capt. Charles Hooghkirk came to the Pacific Coast about 1881, having previously been engaged in steamboating on the St. John, Ohio and Mississippi rivers. He was in the employ of the Columbia River Transportation Company on the steamers *Fleetwood* and *Telephone* for several years, and on leaving there took command of the new *Puritan*, which he handled successfully for two years. He was next in charge of the *Cyclone*, running as a ferry between Albina and Portland, and when the electric cars destroyed that field for steamers he secured an interest in the *Iralda*. He was also master of the steamer *Hattie Belle* for a short time.

used the machinery and house in constructing the *Maria*, a towboat one hundred and fifteen feet long, twenty-four feet beam, and five feet nine inches hold. The steamer *Walluski* was built at Astoria by J. H. D. Gray and John G. Blake and after jobbing about the lower river for a few years was sent to Yaquina. Capt. William Rehfield of Astoria followed up his former successes, the *Coyote* and *Improvement*, with the steam scow *O. K.*, which is still in service. T. K. Johnson, the diver, completed the small propeller *Sophia* at Astoria for use in connection with his diving operations. Capt. Lewis G. Haaven of Astoria launched a peculiarly constructed craft, which he christened the *Frolic*. It was nearly flat on the bottom and was designed to skim along the surface of the water with great speed. Unfortunately the new departure was a failure and had to be rebuilt to meet the approval of the inspectors. She was afterward sold to J. O. Hanthorn, the Astoria canneryman, and is still in use on the lower river.

The steam launch *Dispatch*, which is said to have cost the United States Government over $100,000, was sold in 1887 to George T. Meyers and subsequently sent to the Sound. The *Dispatch* had been alternately lengthened and shortened and transported to and from different places in the Northwest for several years, and for half a decade before Meyers secured her had been used as a pleasure and dispatch boat by the officers at Fort Vancouver, Captains Claud Troup and John Jaggy running as masters, with Fred C. Bell,[16] engineer. The steamer *Restless* was built at Parkersburg by Capt. George W. Leneve and Evan Morgan[17] and afterward passed into the hands of Robert Fredericks, who operated her for a number of years. A small steam launch, the *Bonita*, was completed at Porterville by William Ross and ran out of Marshfield for a short time. At Astoria the Clatsop Mill Company launched a handsome little propeller, the *Tonquin*. She was sixty-four feet long, sixteen feet five inches beam, and five feet one inch hold. A similar craft, the *Rustler*, was constructed at Hoquiam, Wash., and is still in the service of the Hoquiam Mills. Other small steamers set afloat in 1887 were the *San Juan*, built in East Portland and afterward sent to Puget Sound, the *Hattie* at Astoria for I. N. Henness, to run on Shoalwater Bay and the Nasel River, and the *Moro*, a steam launch with a five by seven inch engine at Portland by E. R. Willard. The *Hattie* is at present owned by Otto Hall of Ilwaco. The steamer *Michigan*, completed at Portland in 1884, was sent to Puget Sound, Capt. W. H. Hobson and Engineer Oscar Wilson taking her around. Steam navigation, which had been inaugurated on Kootenai River and Lake by the steamer *Madge* in 1886, was continued the following year by the *Surprise*, *Galena* and *Blue Bell*. The *Surprise*, the second steamer on the lake, was a steam launch thirty-five feet long, of Eastern construction, brought in on wheels by the Kootenai Mining & Smelting Company, who operated her between Bonner's Ferry and the point where Nelson, B. C., now stands. The *Galena*, the pioneer on the lake with suitable accommodations for passengers, was a twin-screw propeller built at Bonner's Ferry in 1887 by the Kootenai Mining & Smelting Company. She made regular trips on the lake and river for four or five seasons and is still in existence, with headquarters at Pilot Bay, B. C. Capt. George Hayward,[18] now with the Columbia & Kootenai Navigation Company, was her first master, and Hiram S. Sweet[19] was engineer. The steamer *Blue Bell* was launched at Bonner's Ferry, but after making one trip to the boundary line was taken to Lake Pend d'Oreille.



Portland & Coast Steamship Company's Steamer "Willapa"

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[16] Fred C. Bell, engineer, was born in Ohio in 1867. His first marine experience was on the Government steamer *Dispatch* at Vancouver in 1882. He left there about 1884 and for the past ten years has been engaged on steamers on the upper Columbia and lakes. On Cœur d'Alene Lake he served as chief engineer on the *Amelia Wheaton*, *Volunteer*, *Echo*, *General Sherman*, *Cœur d'Alene*, *Kootenai*, *Georgia Oakes* and a number of others He was for several months in the employ of the Columbia & Kootenai Steam Navigation Company, and was in charge of the engines on their fine steamer *Columbia* until she burned near the boundary line in 1894.

[17] Evan Morgan, engineer, of Bandon, Or., was born in Illinois in 1861 and commenced in the marine service at San Francisco in 1872. His first work as engineer was on the tug *Katie Cook*, where he remained for six years. He was afterward on the steamer *Restless* for a year and the *Alert* for three years. He is at present chief of the steamer *Despatch*.

[18] Capt. George Hayward has seen more years of service on the upper Columbia River and Kootenai Lake than any other man engaged in the business. After leaving the *Galena* he entered the employ of the Columbia & Kootenai Steam Navigation Company at the time of their organization and has been with them since, recently having charge of the steamer *Nelson*. While engaged in steamboating Captain Hayward occasionally furnished miners with a "grub stake," and one of these investments turned out so well that he is in a fair way to become a millionaire from the proceeds, being the principal owner of the Noble Five mine in the Kootenai country.

[19] Hiram S. Sweet, engineer, of Nelson, B. C., was born in Charleston, S. C., in 1847. After following the steamship business in various parts of the world for several years, he arrived in the Northwest in the fall of 1883, and the following spring was engaged

The Puget Sound & British Columbia lumber and the Columbia River grain and flour fleet were about the same as during the previous year. The latter included seventy-five vessels, the largest of which was the British ship *Clan Buchanan*, 2,072 tons, and the smallest the British bark *Arica*, 480 tons. Sixty-two of the vessels were over 1,000 tons, twenty-nine over 1,300, sixteen over 1,500, eight over 1,700, four over 1,900 and three over 2,000. Four grain cargoes were also shipped foreign from the Sound: the British bark *Madeira*, 845 tons, ship *Wendur*, 1,982, American ship *St. David*, 1,536, and *St. Francis*, 1,811. An important arrival was the first vessel to load at an English port for Puget Sound, the American ship *Carondelet*, Capt. W. F. Stetson, at Port Townsend, March 14th. The British ship *County of Merioneth*, one of the Portland grain fleet, had an exciting race against time in 1887. She left Astoria in the morning and anchored in the Portland harbor limits in the evening, five minutes before her charter expired, thus saving over $7,000 for her owners. She was towed as far as Kalama by the *Ocklahama* and from there into Portland was assisted by the *Dixie Thompson*, both steamers running wide open all the way. Sailing vessels built in the Northwest in 1887 included the following: At Port Blakely—barkentines *Robert Sudden*, one hundred and sixty-seven feet long, thirty-seven feet seven inches beam, fourteen feet two inches hold, tonnage 616; *S. G. Wilder*, one hundred and sixty-six feet eight inches long, thirty-seven feet three inches beam, fifteen feet hold, tonnage 604; schooners *Lizzie Vance*, one hundred and forty-eight feet long, thirty-six feet one inch beam, eleven feet three inches hold, tonnage 434.97; *Fred E. Sander*, one hundred and fifty-seven feet long, thirty-seven feet one inch beam, eleven feet three inches hold, tonnage 463; *F. S. Redfield*, one hundred and fifty-nine feet six inches long, seventeen feet four inches beam, eleven feet four inches hold. At Port Ludlow—schooner *W. F. Jewett*, one hundred and fifty-five feet seven inches long, thirty-seven feet seven inches beam, twelve feet hold, tonnage 452.49; four-masted schooner *Kitsap*, tonnage 755.84. At Port Townsend—schooner *Zampa*, one hundred and forty-three feet long, thirty-six feet beam, ten feet four inches hold. At Hoquiam—schooners *Volunteer*, one hundred and twenty-eight feet four inches long, thirty-eight feet nine inches beam, twelve feet hold, tonnage 570.55; *Pioneer*, one hundred and thirty-eight feet five inches long, thirty-six feet three inches beam, twelve feet five inches hold, tonnage 397.

A perusal of the wreck reports as chronicled in these pages will impress even the casual reader with the singular fact that, from the time when the *Machigone* and *Lord Raglan* sailed to their unknown fate, and Clatsop Beach was strewn with the bodies of the victims of the *General Warren*, to the winter of 1894–95, when the *Ivanhoe*, *Keweenah* and *Montserrat* carried their entire crews to a common grave somewhere in the depths of the ocean, the greatest marine disasters of the Northwest have seldom come singly. It is a question whether this is due to periodical relaxations of vigilance on the part of the brave men who "go down to the sea in ships," or whether at irregular intervals the Pacific belies its name and sweeps out of existence the adventurous spirits who for years have floated safely on its bosom. However, the fact remains that the Northwest has suffered from several of these epidemics of marine disaster. An epoch of this nature began in September, 1886, when the bark *Sierra Nevada* sailed from the Sound for San Francisco and was never heard from. A few months later the *Harvey Mills* foundered off Cape Flattery, only two escaping, and in April, 1887, the *St. Stephens* was lost off Vancouver Island, not one surviving to tell the story of the last struggle with the waves.

The American ship *Eldorado*, from Seattle for San Francisco, foundered off Cape Flattery, April 1st, leaving but two survivors. She left the Queen City in tow of the tug *Tyee*, March 29th, with 1,900 tons of coal aboard and the following crew: S. L. Humphreys, master; Charles Wilson, first mate; Charles Erickson, second mate; Samuel Lehtormann, carpenter; (unknown), steward; Fred Mills, cabin boy; Peter Peterson, John Christiansen, James Scott, Fred Nelson, Charles Hill, James Carlson, Peter Miller and Michael Anderson, seamen. She encountered a terrible southeast gale soon after leaving the cape and sprang a leak April 1st. The pumps were unable to keep her free, and at 8:00 P. M. she laid over and would not recover. While in this position two or three large seas boarded her and sent her to the bottom. The second mate and three seamen, who were on top of the after-house, made a raft on which they floated away from the rest of the wreckage. Erickson and one of the seamen perished from exposure on the second, and Peter Miller and Michael Anderson were picked up soon afterward by the schooner *Fannie Dutard*, Capt. Dan Farley, and taken to Tacoma. The *Eldorado* was of 1,076 tons register and fifteen years old. She was owned by A. M. Simpson, William Patterson, H. E. and Thomas Pennell. The American ship *St. Stephens*, from Seattle for San Francisco with a cargo of coal, was lost on the west coast of Vancouver Island about April 9th, all on board perishing with her. Captain Douglass was accompanied by his wife and three children and a crew of seventeen. Details of the disaster will never be known, as nothing was seen of the vessel, after she left Cape Flattery, until some Indians saw her strike a reef off Kyuquot Sound on the evening of April 9th. The next morning a small portion of her hull was all that was visible above the water. Two Whitehall boats washed ashore, one of them badly damaged and the other comparatively uninjured. The heavy sea which was running at the time had undoubtedly rendered any attempt to escape by such means useless. Several days after the wreck a compass case containing the private

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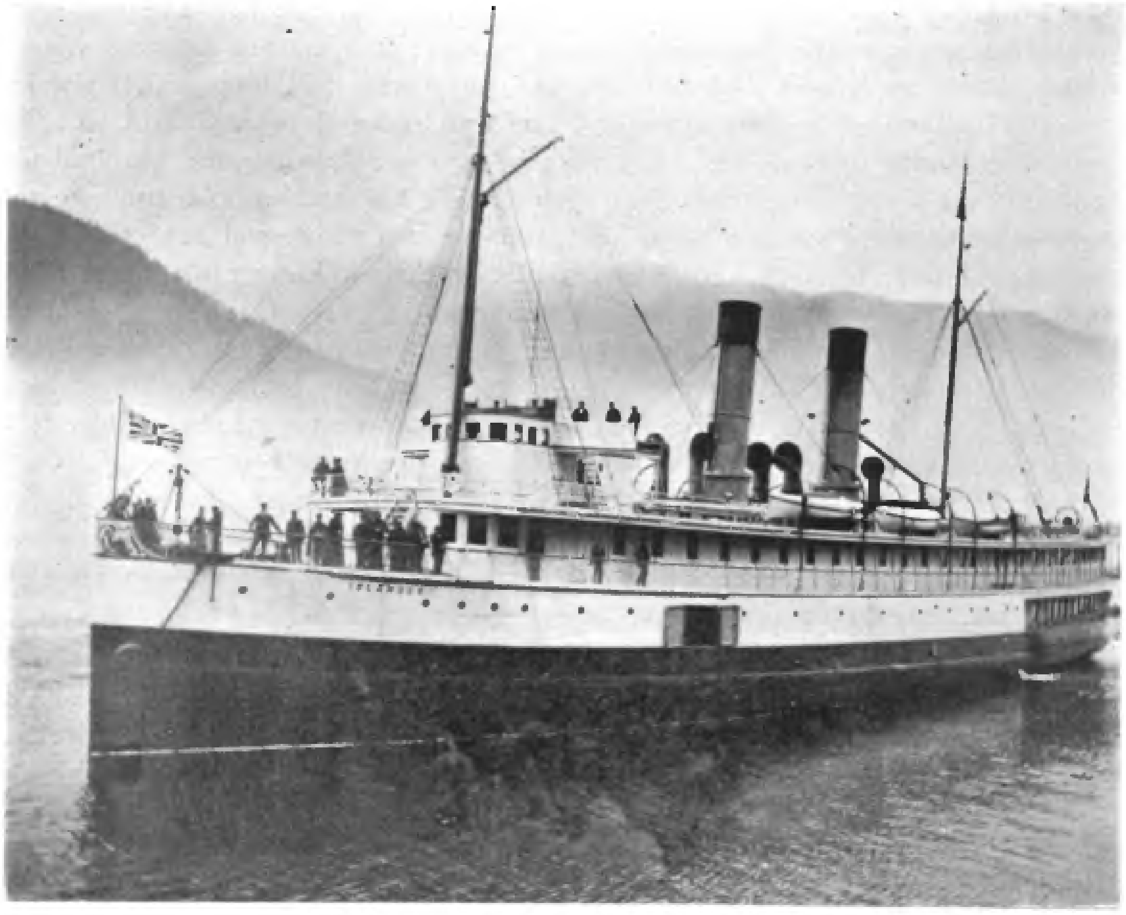
on the Cœur d'Alene Lake steamer *General Sherman* with Captain Sorenson, going from her to the propeller *Idaho*, now on Kootenai Lake. He subsequently spent a few months on the steamer *Cœur d' Alene* and then went to Alaska for a year and a half. In 1887 he was employed for a short time on steamers between San Francisco and Portland and then returned to the interior, where he repaired the engines on the Pend d'Oreille Lake steamer *Prescott*. He then served on the *Blue Bell*, owned by Dr. Hendrix. In the fall of 1888 he went to Kootenai Lake and placed the machinery in the *Galena*, where he was engaged as chief engineer four years, leaving her to enter the employ of the Columbia & Kootenai Steam Navigation Company.

correspondence of Captain Douglass came ashore and was secured by the Indians, but nothing further was ever heard of the ill-starred vessel and her fated crew.

Several other sailing vessels met with disaster in 1887. The first of the fleet to come to grief was the Bolivian brig *Irene*, Capt. William Silberg, lumber-laden from Port Townsend for the Fiji Islands. She sailed from Port Townsend, January 1st, and that evening encountered a heavy gale, which started her to leaking so badly that all hands at the pumps could not keep her free. The deck load was thrown over but to no purpose, and at 8:30 A. M., January 2d, she was abandoned thirty miles west southwest of Cape Flattery. The crew were picked up by the ship *Iroquois* and landed at Port Townsend. The vessel was old and rotten. The American bark *Austria*, Capt. George E. De Lano, while *en route* from San Francisco to Tacoma with one passenger and a crew of sixteen, stranded on Flattery Rocks, about one-fourth of a mile from the mainland, January 21st. The vessel was carrying considerable sail, and the wind was blowing a hurricane. Under these conditions she had little chance to escape after striking. A strong current and heavy swell are given as causes for the disaster. The vessel registered 1,230 tons, was sixteen years old, and was owned by A. M. Simpson. The steamer *Lottie*, built at Cypress, Wash., in 1882, struck the rocks and became a total loss while going through Deception Pass during a blinding snowstorm in February. She was owned by Capt. S. Sweeny. The sealing schooner *Rustler*, belonging to J. D. Warren and commanded by Captain Dodd, was driven ashore near the Nitnat River, about thirty miles south of Cape Beale, December 26th, and became a complete wreck. The captain and crew reached shore in safety. The American ship *Ocean King*, Capt. C. H. Sawyer,[20] a four-master of 2,434 tons register, foundered at sea forty miles west northwest of Cape Blanco, while *en route* from Nanaimo to San Pedro with 3,850 tons of coal. A strong gale and heavy sea caused her to leak badly, and soon afterward the pump gear broke. It was repaired so that one pump was kept going for three days before she was abandoned. The crew were taken off by the schooner *Angel Dolly*, Captain Tellus, which transferred them to the United States steam launch *Cosmos*, by which they were landed at Port Townsend, May 12th. She was valued at $50,000 and her cargo at $15,000.



STEAMSHIP "ISLANDER"

The bark *Diana*, Captain Meyer, from Port Gamble for Sydney with a cargo of lumber, was lost on Starbuck Island, in the South Pacific Ocean, August 11th, and all hands were saved. The steam schooner *Queen of the Bay*, owned and sailed by Capt. Brazil Grounds, was wrecked at the mouth of the Nehalem River, September 11th, dragging ashore with both anchors down and becoming a total loss. The British bark *Duchess of Argyle*, 1,699 tons, Capt. H. E. Heard, from Liverpool for Burrard's Inlet, went ashore during a thick fog five miles south of Port San Juan, October 11th, and was rapidly pounded to pieces by the surf. She was a handsome four-master, two hundred and fifty feet long, forty-one feet beam, and twenty-one feet hold. The barkentine *Grace Roberts*, one of the first large sailing vessels built on Puget Sound, was lost on North Beach, a few miles above the mouth of the Columbia, December 8th. She was in charge of Capt. M. Larsen, went on during a thick fog, and, as she was old and tender, soon went to pieces. The wreck was purchased by Martin Foard[21] of Astoria. The Oregon Pacific steamship *Yaquina City* parted her wheel chains while entering Yaquina harbor, December 4th, and drifted ashore, becoming a total loss eight days later.

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[20] Capt. C. H. Sawyer was born in Maine in 1830 and commenced going to sea about 1845. He served for three years in the United States Navy during the War of the Rebellion and afterward sailed in the merchant marine to various parts of the world until 1886, when he began coasting out of San Francisco with the big four-masted ship *Ocean King*, which was abandoned in May, 1887. He has recently commanded the ship *Kennebec*.

[21] Martin Foard of Astoria, Or., has purchased and wrecked since 1879 the following vessels cast away near the mouth of the Columbia: *Harvest Home*, *W. H. Besse*, *Cairnsmore*, *Whistler*, *Broughton*, *Lammerlaw*, *Abbie Cowper*, *J. C. Cousins*, *Grace Roberts*, *Makah*, *Edith Lorne* and *Dewa Gungadhar*.

The steam scow *Dawn*, owned by Capt. Al Church and Engineer George Harmon of Astoria, burst a steam pipe February 3d while *en route* from Hungry Harbor to Astoria and drifted out to sea. She signaled the steamer *General Canby*, but Capt. Thomas Parker offered no assistance, and the frail craft continued her journey on the Pacific with no fuel, and provisions consisting of a loaf of bread and a ham bone. After drifting for nine days she was sighted by the steamship *Empire*, thirty-five miles off shore, seventy-five miles south of the Columbia River. The men were in a famishing condition when brought on board the *Empire*, and the *Dawn* was taken in tow for Coos Bay. Rough weather prevented an entrance there, so the steamship attempted to take the vessel to San Francisco, but when off Cape Blanco light it broke adrift and was abandoned. The small steamer *Spokane* struck a snag in the Cœur d'Alene River, April 5th, and capsized, drowning Edward Jerome of Lewiston, L. Pike of Portland, Col. N. J. Higgins of Bangor, Me., J. C. Hanna of Spokane, and an unknown deckhand.

The schooner *Parallel*, from San Francisco for Astoria with 100,000 pounds of giant powder, was blown up January 15th opposite the Golden Gate. She sailed out of San Francisco at noon, and, the wind dying out, began to drift in toward shore. Anticipating the probable result when she struck the beach, the crew hastily left the vessel and pulled lustily for the opposite shore. They landed near Sausalito and awaited the result. The schooner did not strike until nearly midnight, but the explosion was frightful, almost completely demolishing the Cliff House and breaking windows for miles around. Several persons were seriously injured by the concussion. The ship *Commodore*, Captain Jordan, felt the shock plainly fifteen miles off shore. A few pieces of floating wreckage were all that remained of vessel or cargo. The brig *North Star*, Captain Williams, from Seattle for San Diego with a cargo of lumber, was wrecked in April, and all hands were lost. The vessel was afterward found bottom up near Portland Point. The Columbia River steamer *Telephone*, the fastest sternwheeler in the world, was destroyed by fire at upper Astoria, November 20th (see Chapter XV). The steam ferry-boat *Veto* was burned to the water's edge at Sellwood, Or., September 9th. The steamships *Orizaba*, *Constantine* and *Costa Rica* were broken up in San Francisco.

CAPT. JOHN T. WALBRAN

Several of the pioneer steamboatmen of Puget Sound made their last port in 1887. Capt. Thomas Wilson, well and favorably known for many years on the Victoria route, fell dead at his post on the *North Pacific*, aged forty-eight years. James Griffiths and Charles B. Sweeny, early engineers on the *Eliza Anderson*, died at Seattle, the former in December and the latter in June. Capt. Charles Low died at Seattle, June 12th; Capt. L. M. Starr, the successor of Finch & Wright in the Puget Sound steamboat monopoly, at Oakland, Cal., October 20th; Capt. R. K. Ham, of the firm of Renton, Holmes & Co., at San José, Cal., November 2d, aged sixty years; Thomas Carter, who shipped the first cargo of lumber from the Columbia River, at New Whatcom, September 10th, aged eighty-three years; Capt. George McFarland, of the schooner *Mist*, at Port Townsend, April 14th.

Large numbers of steam and sailing craft came into existence in all parts of the Northwest in 1888, Puget Sound and the Victoria district especially showing a marked increase in vessels of every description. The Canadian Pacific Navigation Company, with their customary enterprise, forestalled any opposition in their field by bringing out the finest steamer which had yet appeared in the Northwest. The newcomer, which was christened the *Islander*, was a magnificent twin-screw steel steamer two hundred and forty feet long, forty-two feet beam, and fourteen feet eight inches hold, with engines twenty, thirty, and fifty-two, by thirty-six inches. She was built at Glasgow at a cost of over $200,000, and arrived at Victoria, December 9th, in charge of George W. Robertson,[22] captain; John T. Walbran,[23] chief officer; John Edwards, second officer; Alexander Fraser, third officer; John Anderson, chief engineer; H. Shanks, second engineer; John McGraw, third engineer. Soon after her arrival she commenced running on the Victoria and Vancouver route in charge of Capt. George Rudlin and in 1890 made several trips to Alaska. She has since been engaged in the Vancouver trade, occasionally going to Alaska and the Columbia River, Commodore Irving himself commanding while on the latter routes. The *Islander* possesses great speed, has elegant accommodations for several hundred passengers, and a large freight capacity. She ranks at the head of the modern-built steamers in the Northwest. The Canadian Pacific Railway's *Empress of China* and her companion ships were not yet completed, and their Oriental business for 1888 was handled by a number of old Atlantic liners, with an occasional Pacific Ocean tramp. In addition to the *Parthia* and *Abyssinia*, which were on the route in 1887, the steamship *Batavia*, Captain Walton, appeared and remained on the line until 1890, Robert Curry[24] of Victoria serving in the engineering department. She was then secured by the new Upton line to run between Hongkong and Portland. In 1892 she was renamed the *Tacoma* and entered the service of the North Pacific Steamship Company. Since 1890 she has been commanded by Captain Hill, who in 1888 had charge of the *Danube*, also belonging to the Canadian Pacific Railway. The latter steamship was rather small for the Oriental trade and was subsequently sold to the Canadian Pacific Navigation Company, and in charge of Capt. William Meyers has been on the northern route from Victoria, with occasional trips to the Columbia, for several years past.

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[22] Capt. George W. Robertson of Vancouver, B. C., was born in Liverpool in 1851 and commenced his marine service in 1866, sailing in deep-water steamships for many years. In 1877 he joined the Cunard steamship line as second officer and chief officer on the *Etruria* and other vessels. He left this employ to assist in the construction of the *Islander*, built on the Clyde for the Canadian Pacific Navigation Company, and when she was completed took her to Victoria, remaining in the service of that company for about a year. He has since been engaged as pilot for Burrard's Inlet and the Fraser River.

[23] Capt. John T. Walbran was born in England in 1848, served in the British Navy from 1862 to 1864, and was then in the merchant marine for eleven years, afterward engaging with a navigation company at Liverpool. On arriving on the Pacific Coast in 1888 with the *Islander*, he remained in the employ of the Canadian Pacific Navigation Company until April, 1891, and then entered the service of the Canadian Government as commander, superintending the building of the Dominion steamer *Quadra*. On completion he took her to the Northwest and has since remained in charge. Captain Walbran has made a study of the early marine history of the Northwest, and we are indebted to him for many valuable documents in connection therewith.

The *Zambesi*, an old Peninsular & Oriental liner, was for a little while in the service of the railway company, in command of Capt. John R. Tiddy.[25] Like the *Batavia* she was afterward used in the Upton line. Other steamships in this trade were the *Aberdeen*, Captain Taylor; the *Albany*, Captain Powers; the *Duke of Westminster*, and the *Port Adelaide*. Dunsmuir's new steam collier *Antonio* was running to Nanaimo with Captains Crawford and Wallace. The *Wellington* was in the same trade, handled by Captain Whitworth and Captain Jordan, formerly of the ship *Commodore*. The coal fleet was further increased by the big tramp steamer *Costa Rica*, flying the Hawaiian flag. She was commanded by Captain Salmond and has been steadily engaged on the Nanaimo and San Francisco route since that time, with the exception of a few months in 1891, when she was sent north as a tender for the British warships in Bering Sea. She was extensively overhauled and supplied with new boilers by the Albion Iron Works of Victoria in 1894. Salmond was succeeded in command by Captain McIntyre. The steamship *Walla Walla*, for many years in the coal trade, was fitted for passenger service in 1888, and in command of Capt. David Blackburn commenced running between San Francisco, Victoria and Sound ports. The old *Wilmington* embarked on another of her periodical opposition ventures, entering the Puget Sound trade in July in charge of Captain Gage. Other steamships on the northern route were the *Al Ki*, Captain Bennett; *Ancon*, Captain Carroll; *George W. Elder*, Captain Lyon; *Empire*, Captain Butler; *Idaho*, Captains Carroll, Hunter and Wallace; *Jeanie*, Captain Humphrey; *Mexico*, Captain Huntington; *Queen of the Pacific*, Captain Alexander; *Willamette*, Captain Hansen; and *Umatilla*, Captain Holmes. The *Jeanie*, a large four-masted steam schooner built at Bath, Me., in 1883, is one hundred and eighty-six feet four inches long, thirty-seven feet nine inches beam, eighteen feet eight inches hold, and has run on nearly every route between San Francisco and the Arctic Ocean, handled most of the time by Capt. Omar J. Humphrey.[26]

Capt. Omar J. Humphrey

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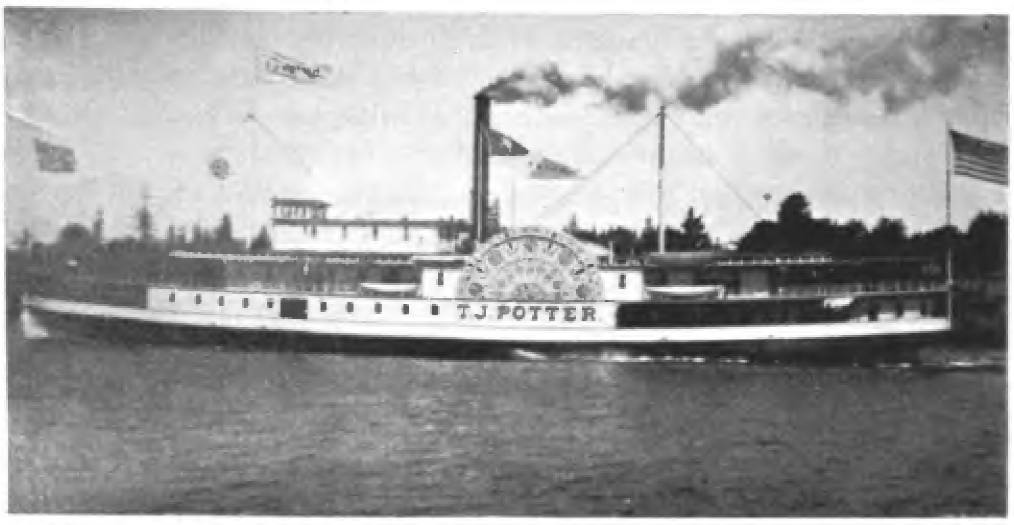
[24] Robert Curry, engineer, of Victoria, B. C., was born in Scotland in 1858. After serving his apprenticeship he ran for a year in the Liverpool and African trade, and followed his profession in various steamship lines until 1887, when he joined the steamship *Batavia*, serving with her as first assistant for two years on the China and Vancouver line. He was also first assistant on the *Abyssinia* for a short time and held a similar position on the *Empress of China* for two years.

[25] Capt. John R. Tiddy was born in Cornwall, England, in 1848, and was on sailing vessels from 1858 until 1882, when he was given command of steamships running in the tea trade from London to Japan. He was afterward chief officer of Royal Mail Steamships four years and then took charge of the *Zambesi*, on which he was severely injured by falling down the hold and left her to go to Japan. He went from there to the Pacific Coast about four years ago.

[26] Capt. Omar J. Humphrey of San Francisco, while still young, has had a long and varied career in the marine business. He was born in Yarmouth in 1856, and, like the majority of Maine youngsters, went to sea when but a boy, his first vessel being the American ship *Ceres* of Yarmouth. His first visit to the Pacific Coast was in 1874, when he arrived as third mate on the *St. Lucia*, leaving her in San Francisco to enter the employ of Goodall, Perkins & Co., running as freight clerk on several of their well known old-time steamships, among them the *Ancon*, *San Luis*, *Orizaba* and *Senator*. In 1878 he was on the *Idaho*, then in opposition to the old Oregon Steamship Company, on the Portland route, but left in the winter to go back to deep water, sailing as fourth mate on the ship *St. Nicholas*. From the *St. Nicholas* he went to the *Oracle* of New York as second mate, and on the following voyage became first mate. He remained with the *Oracle* four years, until she was driven ashore during a hurricane at Cape Horn in March, 1882. Returning to the East, Captain Humphrey shipped as first mate on the American ship *Rainier*, of Bath, in which he again came to grief in January, 1883, the ship striking a coral reef, unknown at that time, in latitude 9° north, longitude 165° 30′ east, while *en route* from Philadelphia to Japan. After enduring many hardships the crew were finally rescued by the man-of-war *Essex* and taken to Yokohama, whence Captain Humphrey went to San Francisco on the steamship *Rio de Janeiro*. On arrival at the Bay City after his exciting four years' absence, he joined the steamship *Queen of the Pacific* as third officer, and was soon afterward appointed to the steamship *Santa Cruz* as first officer. He next had charge of the steamer *Falcon* of San Pedro, and was afterward in command of the steamships *Gypsy*, *Salinas*, *Santa Cruz*, *Bonita*, *Al Ki*, *Jesse H. Freeman* and *Jeanie*. On the latter he remained for two years, running between San Francisco, Puget Sound and the Arctic Ocean. Few mariners are better acquainted along the Pacific Coast, from San Diego to Puget Sound, through the Gulf of Georgia and the inland waters of Alaska to Sitka, along the Aleutian Islands and through Bering Sea to the Arctic, than Captain Humphrey, as he has visited nearly port of importance in the Northwest. He resigned the captaincy of the *Jeanie* about five years ago to superintend the building of a cannery in Alaska for the Pacific Steam Whaling Company, with which he has since been connected, spending the summers in Alaska and the winters in San Francisco with his family. Captain Humphrey has written a very interesting book on the last voyage of the *Rainier* and the trials and hardships which beset her survivors, handling the subject in a most graphic manner, and without any of those embellishments which are too often found in tales of the sea.

Frank Bragg[27] was for several years chief engineer, and J. V. B. Perry[28] and Edward J. Powers[29] have also held that position on the vessel. The steam collier *San Mateo* was also added to the Northwestern fleet. She was purchased in London and came out by way of Hongkong, calling at Honolulu, where she was registered under the Hawaiian flag. She is still in the coal trade, and narrowly escaped destruction by an explosion of coal dust in 1894. The Oregon Pacific Railway replaced the lost *Yaquina City* with the new steamship *Yaquina Bay*, built by Cramp & Sons in 1881. She was a handsome vessel two hundred and fifty-seven feet long, thirty-four feet beam, and twenty-one feet hold, registering 1,200 tons, but was unfortunately wrecked on her first trip, December 10th.

Among the additions to the minor steam fleet in British Columbia were the *Clara Young*, constructed by Benjamin Young,[30] the Fraser River canneryman, for a tender to his cannery; the *Horseshoe*, by J. H. Todd, for a similar purpose; the *Mermaid*, Captain Bridgeman; the *Princess*, a propeller seventy-six feet long, fourteen feet beam, and seven feet hold, built for the Public Works Department; the *Stella* and the *Spitfire*. On Okanagan Lake a fifty-foot steamer bearing the name of that body of water was launched in August. The *R. Dunsmuir*, Captain Rogers, was changed from a sidewheeler to a propeller. Victoria had the finest passenger service to Puget Sound ports that she had ever enjoyed. The *Alaskan*, Captain Anderson, alternated with the *Olympian*, Capt. George Roberts, these two magnificent steamers making a daily round trip, affording a great contrast to the tri-weekly service of the *Eliza Anderson* in times gone by. This service was maintained but a short time, as the running expenses were enormous.



STEAMER "T. J. POTTER"

Port Captain J. W. Troup, of the Oregon Railway & Navigation Company, demonstrated his ability as a practical steamboatman in 1888 by building the *T. J. Potter*, the fastest sidewheel steamer in the Northwest. The *Potter* was modeled after the famous Hudson River steamer *Daniel Drew*, but Troup made some changes of material benefit in the design. She is two hundred and thirty feet long, thirty-five feet beam, and ten feet four inches hold, with engines thirty-two by ninety-six inches. The house and upper works were taken from the old *Wide West*, and no faster or finer steamer of her size has ever floated. She was placed on the seaside route soon after completion, in charge of

CAPT. EDWARD SULLIVAN

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[27] Frank Bragg, secretary of the San Francisco Marine Engineers' Association, was born in San Francisco in 1853 and commenced his marine service in 1875 as oiler on the *City of Sydney*. He remained there for two years and then accepted a position as machinist in the United States Navy, leaving there to enter the service of the Pacific Mail Steamship Company as fourth assistant engineer on the steamship *City of Peking*, from which he was transferred to the *Colima*, where he remained for nearly six years, occupying the positions of third and first assistant. He next ran to Alaska as chief on the steam schooner *Jeanie* for three years. Other steamers with which he has been connected are the *Newsboy*, in which he placed the engines and ran as chief, the *West Coast* and *Mendocino* as chief, and the steamships *San Juan*, *Peru*, and the steamer *Dauntless*, as first assistant. He was then elected business manager and financial secretary of the San Francisco Marine Engineers' Association, No. 35, and was re-elected in 1895.

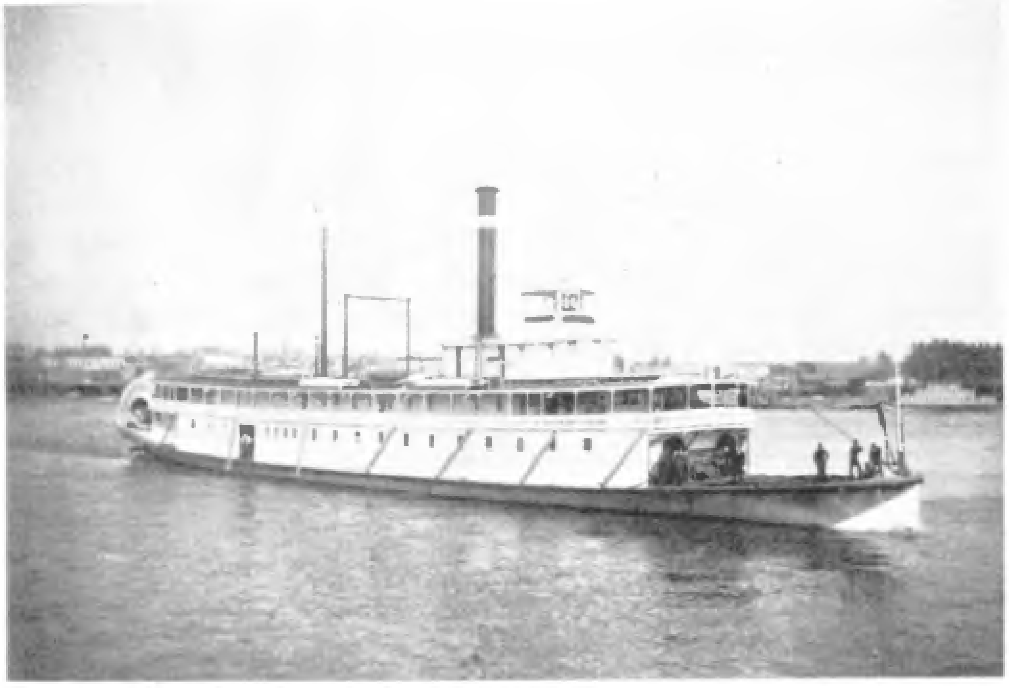
[28] J. V. B. Perry, engineer, was born in New York City in 1852. His first marine work was in the service of a coast wrecking company, and he came to the Pacific Coast in 1878, joining the steamer *Alaska* as oiler. He was next water-tender and assistant engineer on the steamer *City of Tokio*, and third and second assistant on the steamships *City of Panama* and *City of Rio de Janeiro*, and then entered the employ of the Pacific Coast Steamship Company as first assistant on the steamship *George W. Elder*. He was next chief on the steamers *Coos Bay*, *Bonita*, *Jeanie*, *South Coast*, *Maggie Ross*, *Scotia* and tug *Rescue*, and was also first assistant on the steamships *Colima* and *San Blas*. He retired from the water a few years ago and has since been engineer of the Columbia Building in San Francisco.

[29] Edward J. Powers, engineer, was born in San Francisco in 1866. He commenced work in the steamship service in 1884 and served on the *Al Ki*, *Queen*, *Jeanie*, *State of California*, *Excelsior* and others. He went to Alaska in 1892 as first assistant on the steam schooner *Jeanie* with chief engineer F. Gough, who died at sea and was buried at Fort Wrangel. Mr. Powers then took charge for the remainder of the two months' trip, and with but two engineers brought the steamer back to San Francisco, remaining with her until she was laid up. He then entered the service of the Merchants' Ice & Cold Storage Company, where he has since remained.

[30] Benjamin Young of Astoria, Or., was born in Sweden in 1843. He built the steamer *Clara Young* at Westminster in 1887 and sold her with his cannery interests in 1892 He was also interested in a number of other steamers in the Northwest.

Archie L. Pease, captain; Edward Sullivan,[31] pilot; Thomas Smith, chief engineer; Phil Carnes, assistant; and Daniel O'Neil, purser. She made remarkable time on that run and was taken off in September and sent to Puget Sound, Captain Pease, Engineer Smith and Steward Charles Petrie,[32] going with her. She was engaged on the Seattle and Olympia route until the seaside business opened on the Columbia in 1889, when she returned to the traffic for which she was intended. She was on the Sound again in 1890, indulging in some lively steamboat races, and in June made a record of one hour twenty-two and one-half minutes between Seattle and Tacoma. While on the inland sea she raced with the *City of Seattle*, *Bailey Gatzert* and *Multnomah*, and returned to the Columbia with a gilt greyhound and a broom on her pilot-house. Captain Pease resigned his position in 1891 to engage as a branch pilot, and Capt. Edward Sullivan has handled her most of the time since, making a round trip a day on the Astoria route, alternating with the *R. R. Thompson*. Critics have failed to appreciate some of Captain Troup's steamboating methods, but the steamer *T. J. Potter* and her remarkable performances demonstrate, in the best possible manner, the talent and ability of her builder.

Jacob Kamm, who constructed his first steamboat on the Willamette over a third of a century before, in 1888 came to the front with a companion for his famous *Lurline*. The new boat, which was christened the *Undine*, was launched from J. H. Steffen's yard January 3d. She is one hundred and fifty feet long, twenty-seven feet beam, and six feet hold, with engines sixteen and one-fourth by sixty inches, was intended for the Vancouver route, and, with the exception of occasional trips to Astoria and in the excursion business, has remained there since. Her machinery was placed by C. W. Evans, and Capt. Charles T. Kamm was master until 1892, when Joseph Burgy took command and has since had charge. Fred S. Shepherd,[33] engineer, and Frank Malmquist, purser, have been with the steamer during the greater part of her existence. She is at present making two round trips a day on the Vancouver route. The new *Telephone*, which had arisen from the ruins of the old steamer, was launched April 28th and made her trial trip to Astoria, May 20th. She is still running on the Astoria route, and in 1894 made 312 round trips between Portland and Astoria, covering a distance of 65,920 miles and making 12,731 landings. Her officers for the year were Thomas H. Crang, captain; William E. Larkins, pilot; J. D. Zumwalt, first officer; Charles W. Evans,[34] chief engineer; William Coffin, first assistant; C. R. Donahoe, purser; A. R. McGillis, steward; E. B. Scott, freight clerk. The tug



STEAMER "TELEPHONE"

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[31] Capt. Edward Sullivan was born in Portland in 1860 and commenced steamboating on the *Manzanillo* in 1882. He afterward ran to the Cascades for Pope & Winch on their steamers *Calliope* and *Multnomah*, leaving their employ for that of the Oregon Railway & Navigation Company, where he was engaged for a short time as purser. Not caring for this position he resigned, was appointed mate and then pilot on the company's steamers, and in 1888 was given command of the *E. N. Cook*. After running her a short time he joined the *R. R. Thompson* as pilot, with Capt. Samuel Colson, and in this capacity made an excellent record. He was subsequently with Capt. Archie Pease on the *T. J. Potter*, going with her to the Sound, but returning to resume his former berth on the *Thompson*. Soon after Captain Pease was made a branch pilot, Sullivan was appointed master of the *T. J. Potter*, and has since handled her on the Astoria route, meeting with success. Captain Sullivan is of a very quiet and unpretentious nature, and has been advanced to his present position solely on his merits as a practical steamboatman.

[32] Charles Petrie, steward, was born in Frankfort-on-the-Main, Germany, in 1845, sailed out of Holland ports from 1869 to 1871, and then ran on Mississippi River steamers. In the spring of 1874 he was cast away in the South Pacific and with great difficulty reached Callao. From that time until 1880 he was engaged in deep-water service in various parts of the world. He joined the steamship *City of Chester* at San Francisco and ran with her to Portland for a short time. He then entered the employ of the Oregon Railway & Navigation Company, serving with them and their successors for a number of years, going from the Columbia to Puget Sound on the steamer *T. J. Potter*, and remaining with her and the *Alaskan* for several years. He was also on the *North Pacific*, *Victorian* and *Flyer* on the Sound. When the latter steamer burned he joined the *Haytian Republic*, leaving her in Portland to accept a position on shore.

[33] Fred S. Shepherd, engineer, of Portland, Or., was born in Massachusetts in 1844. His first steamboat experience in the Northwest was on the tug *Goliah* on Puget Sound. After running there for a time he came to the Columbia River and for the past few years has been in the service of Jacob Kamm as engineer on the *Undine* and *Lurline*. He was also employed on the steamer *Norma* on the upper Snake River, and while there engaged in about the roughest steamboating that could be found anywhere on the Coast. He is at present chief on the *Undine*, running to Vancouver.

[34] Charles W. Evans, engineer, was born in Nauvoo, Ill., in 1856, and has spent over twenty years in the marine business. serving as chief engineer on the Mississippi, Ohio, Missouri and Red rivers. He arrived at Portland in December, 1887, and was employed in fitting the engines of the *Undine*. His work on this steamer was of a nature which made his services eagerly sought. Mr. Evans was appointed to his present position as chief of the *Telephone* about five years ago, and the remarkable record of the steamer since that time is an ample recommendation of his abilities. His career on the Pacific Coast has not been marked by any exciting scenes, but while on the Eastern Slope he was on the *Bannock City* when she sank in the Ouchita River, and on the *D. A. Macdonald*, which collided with the railroad bridge over the Mississippi at Keokuk, Iowa.

George H. Mendell was set afloat from J. H. Steffen's yard May 10th for the United States Engineers, to be used in towing stone barges between Astoria and the Fort Stevens jetty. She is ninety feet five inches long, eighteen feet beam, and seven feet hold. On completion she was placed in charge of Capt. John W. Brown and Chief Engineer James Drennon, who have since handled her in a highly satisfactory manner. The tug *Louise Vaughn*, owned by the city of Portland, appeared in 1888, having been rebuilt from the wreck of the *Hermina*. She has since been used as a tender for the dredges and has been handled by George Ewry, M. A. Hackett, Willis C. Snow and Henry Kindred. The steam schooner *Augusta* was constructed at Oneatta on Yaquina Bay by Capt. Paul Schrader, who has operated her in the coasting trade, S. V. Leabo serving as engineer most of the time. The *Augusta* is seventy-nine feet long, twenty feet beam, and seven feet hold, with engines twelve by twelve inches.

Capt. Fred Sherman

The *Polar Bear* was launched at Astoria in 1888 for the Alaska Packing Company. She is sixty-seven feet nine inches long, eighteen feet two inches beam, and six feet four inches hold, with engines eight and one-half and six by twelve inches. Despite her comparatively small size the steamer has made yearly trips to Bristol Bay, Alaska. On returning in charge of her first master, Charles A. Johanson, she covered over two thousand miles in fourteen days without sighting land. Capt. John M. Olsen[35] was in command for about four years, and Louis G. Haaven handled her one season. Her headquarters at present are in San Francisco. Another fine propeller, the *Wenona*, was built at Astoria for M. P. Callender of Knappton. She is sixty-three feet six inches long, sixteen feet four inches beam, and six feet four inches hold, with engines twelve by twelve inches. Capt. J. H. Lamley has been master of the steamer since her completion, with Oscar Wilson, engineer. The steamer *Rival* was launched at Knappton by Capt. John Pickernell and B. W. Robson. Pickernell operated her until 1890, when she was succeeded by the *Mayflower*. Capt. Brazil Grounds, who lost his steam schooner *Queen of the Bay* in 1887, replaced her with the *Maid of Oregon*, length ninety-one feet three inches, beam twenty-five feet, and depth of hold five feet nine inches. He ran her on the Columbia River until 1892 and then took her to the Sound, where she has since been engaged. The Aberdeen Packing Company of Ilwaco built the *Volga* at Astoria as a tender to their cannery. E. Farrell and W. E. Parrott were masters of the steamer on the Columbia, and in 1891 she was sent to Puget Sound, where she has been handled by the Barringtons and a number of other Sound captains. The *Volga* is forty-eight feet three inches long, thirteen feet three inches beam, and four feet four inches hold, with engines eight and one-half by ten inches. J. B. Montgomery of Portland, who had extensive property interests at Albina, completed the fast propeller *Cyclone* to run in the ferry service between the city and her suburb on the east bank of the Willamette. The *Cyclone* was seventy-eight feet long, fourteen feet beam, and six feet hold, with a pair of ten by twelve inch engines, which gave her great speed. Fred Sherman[36] had charge of her until 1890, when he was succeeded by Charles Hooghkirk. Frank Brunger was engineer for several years. When the bridges and electric cars appropriated this traffic, the *Cyclone* was operated on a number of routes out of Portland by Harry Montgomery, and in 1894 was sold to Capt. H. Van Auken and Al Munger, who placed her on the Vancouver route. She afterward ran to La Camas, where she burned early in 1895.

Capt. D. W. Dobbins

Capt. James T. Chatterton, who had been running the *Tressie May* on Yaquina Bay for several years, in 1888 built the steamer *T. M. Richardson* at Oneatta, and has since been operating her out of Newport. The steamer *Mountain Buck* was set afloat at Nasel in 1888 by Dubois and Barrow. She was intended for service on the Nasel River and Shoalwater Bay and has been commanded by Captains Knud Bull, J. P. Whitcomb and J. M. McIntyre. The steam launches *Brisk* and *Jessie* were constructed at Portland, the former for Fred R. Coggeshall of Eureka, who lost his life while boarding her in 1889. She is now owned by Peterson & Larsen of Astoria, and the *Jessie* by Capt. D. W. Dobbins[37] of Aberdeen. The small propeller *Herald*, length sixty-one feet four inches, beam fourteen feet nine inches, and depth of hold five feet three inches, at present owned by C. B. Weatherwax, was launched at Aberdeen for service on Gray's Harbor. The *Aberdeen*, length seventy-seven feet and beam sixteen feet, was completed at the same place. Two fine sternwheelers were built at Pasco, Wash., in 1888 for the upper Columbia business by Thomas L. Nixon and L. E. Post of Tacoma. The larger, the *Thomas L. Nixon*, was one hundred and fifty-eight feet six inches long, thirty-six feet one inch beam, and five feet eight inches hold, with engines seventeen by sixty inches. Capt. W. P. Gray was first in command, and A. W. Gray afterward had charge of the steamer. The other, the *City of Ellensburg*, was one hundred and nineteen feet long, twenty-two feet nine inches beam, and four feet five inches hold, with engines twelve by thirty-six inches. Capt. Al Gray was her first master. She was purchased from the Nixon estate in 1892 by J. R. Peters and M. S. Donohue, and for the past two years has been run by Capt. C. E. Hansen.[38]

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[35] Capt. John M. Olsen was born in Norway in 1850, came to the Pacific Coast in 1877, and began running as mate on the *Mattie Macleay* between the Columbia River and Honolulu. After leaving her he remained ashore for several years and in 1888 took command of the *Polar Bear*, which he ran to Alaska for several seasons, and in the winter operated her on coast routes north and south of the Columbia. He also handled the steamers *George H. Chance* and *A. B. Field*. He died in San Francisco in 1894.

[36] Capt. Fred Sherman commenced steamboating nearly twenty years ago on small steamers plying out of Astoria. He was master of J. G. Meglar's steamer *Edith* for a short time, was afterward engaged as mate and pilot on the *Fleetwood*, and also held a similar position on the passenger steamers of the Oregon Railway & Navigation Company running to Astoria. After leaving the service of that company he handled the *Cyclone* for a litle while, and, when The Dalles, Portland & Astoria Navigation Company was organized, he became one of the stockholders. He was given command of the *Regulator* soon after her completion, remaining with her until 1894, when he came back to the lower river and was engaged as pilot on the steamer *Sarah Dixon*.

The *Michigan* and the *Lakme*, two fine steam coasters, appeared in 1888. The first mentioned was constructed at Skamockawa on the Columbia River for William M. and George L. Colwell, recent arrivals from the East. She was one hundred and fifty-eight feet three inches long and thirty-four feet beam, with engines eleven, fourteen, twenty and thirty-one by twenty-four inches. She was placed in charge of Captain Killman, who was succeeded by C. H. Lewis, and proved a very unlucky ship. She caught fire at sea in November, 1890, while *en route* from the Sound to Portland, and after a wild run down the coast reached Astoria all ablaze. The Astoria Fire Department pumped her full of water, the damage was repaired, and she again started out. She was seized soon afterward for smuggling and put under heavy bonds, and in January, 1893, was wrecked on Vancouver Island near Cape Beale (see wreck of *Michigan*, 1893). The steamer was built by L. Mortenson and was one of the most strongly constructed vessels of her class that ever floated. The *Lakme* is one hundred and seventy-six feet eight inches long, thirty-eight feet eight inches beam, and twelve feet hold, a trifle smaller than the *Michigan*, and was constructed at Port Madison, making her first trip in February, 1889, with Captain Harrison. She was chartered by the Oregon Railway & Navigation Company in September, 1889, and in command of Captains Carter and Graves was engaged in their service for a long time in connection with the *Michigan*. She is at present running to Puget Sound. A regular steamship service between Gray's Harbor and San Francisco was established in 1888, the *Point Loma* being the pioneer in that traffic. She was afterward assisted by the new *Cosmopolis*, Capt. George Dettmers,[39] completed in San Francisco in 1887. The *Point Loma* is still engaged on the route, and since her advent several different steamers have been in the same trade. Wallowa Lake, one of Oregon's interior waterways, was favored in 1888 with its first and only steamer, the *Alpha*, a small propeller with a ten horse-power engine. After running a few years the machinery was removed and the hull laid up. F. D. McCully was her owner and Charles B. Turner, engineer.

CAPT. ROLAND E. DAVIS

Fully a score of new steamers appeared on Puget Sound in 1888. The Pacific Navigation Company launched the sternwheeler *Henry Bailey* at Tacoma. She was one hundred and eight feet six inches long, twenty-five feet four inches beam, and four feet seven inches hold, and was commanded for a while by

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[37] Capt. D. W. Dobbins was born in Oregon in 1854 and began steamboating as a cabin boy on the Astoria route, running on the Columbia River for ten years in various capacities. He then went to San Francisco, where he held the position of second mate on the *Constantine* and other steamers in Goodall, Perkins & Co's employ for nearly a year, returning to the Columbia in about 1876 and serving as mate on the *Rescue* and *Champion*. He then remained ashore for a few years and in 1888 was master of the steamer *Isabel*. On leaving her he purchased the *New York*, which he took to Shoalwater Bay in 1889, operating her there for a year and then purchasing the *Jessie*, which he has since been handling out of Aberdeen. Early in 1895 he built the steamer *Eva* at Aberdeen, intending her for a passenger and towboat for the river and harbor trade.

[38] Capt. C. E. Hansen was born in Denmark in 1858, and, after sailing on deep-water vessels for a number of years, reached the upper Columbia in 1883 and commenced work on the steamer *Spokane*. He was afterward mate on the steamer *Frederick Billings* for five years, going from her to the *City of Ellensburg*, where he held the same position until 1892. He then left her to take charge of the steamer *Thomas L. Nixon*, which he ran as a transfer boat at Wenatchee for eighteen months, then taking command of the *City of Ellensburg*, where he still remains.

[39] Capt. George Dettmers was born in Germany in 1855 and sailed out of his native ports in deep-water ships until 1875, when he came to the Pacific Coast. He arrived in San Francisco from China on an American man-of-war, leaving her there and shipping on the *Hassler*, from which he went to the steamers *Sea Nymph* and *Concordia*. About 1876 he went as mate on the schooner *Western Home*, afterward occupying a similar position on the *Kitty Stevens* and *Pauline*, and later having charge of the latter. He was mate of the schooner *George R. Higgins* for eighteen months and master of her four years, leaving her to take charge of the steam schooner *Celia*, which he ran until the steam schooner *Cosmopolis* was built. He began running as master of the *Cosmopolis* about seven years ago and still has charge.

Capt. Samuel Denny. Herbert Parker[40] afterward had charge of her. In 1894 she was chartered by Capt. A. E. Le Ballister,[41] but sank a few months later, and on being raised was sold by the United States marshal for about one-fourth of her original value. The steamer *Delta*, length forty-nine feet two inches, beam thirteen feet two inches, and depth of hold five feet, was built at Stanwood, and is owned by Capt. D. Troutman. She is still in service, running out of Seattle, and has recently been handled by Captains Charles Madison and Daniel Troutman, with Engineers William Headland and Theodore Burrell. The *Harry Lynn* was constructed at Tacoma by Harry and Lynn Maloney, railroad men. She was fifty feet four inches long, fifteen feet six inches beam, and six feet one inch hold. J. A. Williams was first in charge, and she has recently been run by Capt. Roland E. Davis.[42] Perley and Dean of Samish were owners of the sternwheeler *Mary F. Perley*, which appeared in 1888. The steamer was one hundred and four feet long, twenty feet beam, and five feet five inches hold. She belongs at present to Thomas Redding and has recently been handled by Captain Benson and Engineer J. R. Drury. Capt. J. R. Matthews launched the propeller *Edison* at Samish and used her in the jobbing trade. The steamer *E. W. Purdy* made her trial trip at Seattle, December 4th. She was owned by E. W. Purdy, W. K. Merwin, E. M. Barrington[43] and J. A. Thompson, and was afterward sold to Merwin and J. W. Young. The tug *J. E. Boyden*, length eighty-five feet four inches, beam nineteen feet, depth of hold nine feet eight inches, was set afloat at North Seattle by T. W. Lake for Capt. T. A. Jensen and is still in active service. Up to the present time the traffic on Lake Washington had not required a very pretentious steamer, but in 1888 a fine propeller was built at Houghton. She was christened the *Kirkland* and was ninety-five feet five inches long, nineteen feet four inches beam, and eight feet two inches hold. Other small steamers appearing on the Sound were the *Meta*, completed at Olympia, the *Halys* at Seattle by Rev. R. B. Dilworth, who afterward sold her to the San Francisco Bridge Company, by whom the was shipped to Pend d'Oreille Lake, the *Jayhawker* at Seattle, and the steam launches *Hadlock*, *Fawn* and *Hattie*, brought from San Francisco. The *Brick* was lengthened and refitted by Capt. James Tarte; the *Dispatch* was sold by George T. Meyers to J. T. Martin, E. Gibbons and P. Pierce for four thousand dollars, the new owners taking her to Alaska; the *Helen* was disposed of by Capt. W. H. Ellis to Captain Pratt; the *Jennie June*, Capt. James Allen, was brought from Squak Lake to Black River; the *Lone Fisherman* was purchased of H. E. Levy by the Cutting Packing Company in February, and the *Evangel* of J. P. Ludlow by Captain Morgan of Port Townsend for nine thousand five hundred dollars. The steamer *Isabel* was sold by the Oregon Railway & Navigation Company to Dunsmuir, the coal king, of Victoria, who refitted her, and the *Phantom* was purchased by British Columbia parties. The large sidewheel ferry-boat *City of Seattle* was brought around from Portland, where she had been constructed by John F. Steffen. Her dimensions are: length, one hundred and twenty-five feet five inches; beam, thirty-three feet two inches; depth of hold, eight and one-half feet. She is still running between the Puget Sound metropolis and West Seattle, Capt. W. I. Waitt serving as pilot.

CAPT. E. M. BARRINGTON

The tugboat business of Puget Sound was slightly disturbed by the arrival from San Francisco of the *Sea Lion*, Capt. Samuel B. Randall.[44] She was constructed at Camden, N. J., in 1884, and is one hundred and seven feet long, twenty-two feet beam, and thirteen feet hold. She is fast and powerful and made matters interesting for the Sound tugs until a compromise was effected.

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[40] Capt. Herbert Parker is a native-born steamboatman, and first saw the light at Olympia, Wash. His father, Capt. J. G. Parker, was the pioneer steamboatman of Puget Sound, and naturally enough the young man adopted that profession. He handled the steamers *Daisy* and *Messenger* while yet a boy, afterward serving as mate, master and pilot on a number of well known Sound steamers. Captain Parker was master of the *Fleetwood* for several months after she went around from the Columbia, and in 1894 he went to California, where he was employed for a short time on the Sacramento River, returning to the Sound in 1895.

[41] Capt. A. E. Le Ballister was born in California, and has been steamboating on Puget Sound since 1877. His first vessel was the *Favorite*, and, after leaving her, he entered the employ of the Oregon Railway & Navigation Company, and has since run as master and pilot on a dozen well known steamers. He was with the *Monticello* for several months and left her to charter the *Clara Brown*, which he operated until she sank in 1894.

[42] Capt. Roland E. Davis, of Roach Harbor, Wash., was born in Ontario, Canada, and commenced his marine service on the tug *S. L. Mastick* on Puget Sound in 1880. He was afterward employed on the steamers *Helen*, *Despatch*, *Holyoke*, *Daisy*, *Washington*, *W. K. Merwin* and *City of Quincy* as fireman and engineer. When the steamer *San Juan* commenced running, he joined her in the latter capacity, afterward taking command, and since that time has been engaged as master, having charge at different times of the *Phantom*, *J. B. Libby*, *W. F. Munroe*, *Nellie*, *Pilot*, *J. R. McDonald*, *Rapid Transit* and *Harry Lynn*, remaining with the latter steamer since 1892.

[43] Capt. E. M. Barrington was born on Whidby Island in 1866 and is a son of the pioneer captain of that name. He commenced steamboating on the *Gazelle* in 1882, and, after serving in various capacities, secured a master's license in 1886, taking charge of the steamer *Seattle*, built by James Nugent. Barrington continued to operate the *Seattle* until 1888, when she was sold to Mr. Lord of the Fraser River Cannery. He then joined the steamer *Al Ki*, which he commanded for a year, going from her to the *Wasco*. He was master of the *Wasco*, *Idaho* and *Hassalo* for about a year and then took the steamer *Greyhound*, which he handled on the Everett route for two years, making occasional trips on the same run with the *Sehome*. He has recently had charge of the steamer *Cricket*, and, though one of the youngest masters on the Sound, has always met with success in his ventures.

[44] Capt. Samuel B. Randall is a native of Nantucket, Mass., and has been in the marine business over forty years, nearly all of his work having been in connection with tugboats. He secured his first Pacific Coast license twenty-one years ago, although he had previously held master's papers for twelve years, serving on the Atlantic Coast and in Australia. He went north from San

On the Columbia the tugs *Donald* and *Escort* were sold to the Oregon Railway & Navigation Company, which had been striving for some time to secure a monopoly of the towage and pilotage business at the mouth of the river. The Portland & Coast Steamship Company, organized the previous year, started their steamer *Alliance* on her initial trip July 7th. The *Hassalo* was brought over the Cascades, May 26th, by Capt. J. W. Troup and Chief Engineer Peter De Huff, making the run to the lower Cascades in seven minutes, in less depth of water than had prevailed on any previous trip of this nature with the exception of the *Okanogan*. The steamer came through without a scratch and was hauled out in Portland for repairs, after which she was sent to the Sound in command of Capt O. A. Anderson, arriving at Seattle, June 25th, and commencing work on the Bellingham Bay route at once. The *D. S. Baker* took the *Hassalo's* place on the middle river, Captain Troup bringing her over Tumwater in June. Alaska's local steam fleet for 1888 included over a dozen small steamers, the best known of which were the *Eureka*, owned by B. A. Seaborg of Ilwaco; the *Julia and Marion*, Juneau Ferry Company; the *Lucy*, Alaska Mining Company; *Louise*, Northwest Trading Company; *Octavia*, Union Mining Company; *Union*, Tongas Packing Company; *Takoa*, Captain Carroll; *Lively*, Captain Wilson; *Jayhawker*, Captain Bogue; and *Rosa*, Northwest Trading Company.

The lumber and coal trade on Puget Sound gave employment to the greatest number of sailing vessels which had yet appeared. Nearly 500 cargoes of lumber and 397 of coal were shipped from various ports on the Sound. The foreign lumber fleet included 131 vessels, as follows: British ships twenty-eight, barks twenty-eight; American ships fourteen, barks seventeen, barkentines thirteen, schooners two; German barks two; Swedish barks three; Hawaiian barks five; Norwegian barks ten, ships three; Chilean barks two, ship one; Italian bark one, and Portuguese bark one. Eight of the above vessels were over 2,000 tons register. The coasting lumber fleet included 334 cargoes, shipped as follows: Tacoma fifty-eight, Port Madison fifty-six, Port Gamble forty-nine, Port Hadlock forty-four, Port Discovery forty-three, Port Ludlow thirty-five, Port Blakely twenty-four, Utsalady fourteen, Seattle nine. An idea of the immensity of this traffic is shown in the custom-house records for June 16th. Seventy vessels were loading at the various Sound ports on that date, as follows: at Seattle seventeen, with a tonnage of 22,993; Port Gamble ten, 12,150; Port Discovery ten, 9,890; Tacoma eight, 9,113; Port Hadlock seven, 4,369; Port Madison nine, 5,092; Port Ludlow two, 2,564; Utsalady three, 2,515; Port Blakely two, 2,107; Port Townsend two, 2,342; total tonnage, 73,135. The vessels at Seattle were loading coal, at Tacoma four were loading coal and four lumber, and the rest of the fleet loading lumber. The Puget Sound mill owners who supplied this immense volume of business did not permit outsiders to monopolize the carrying trade, and each company owned several fine sailing vessels, the Puget Mill Company coming first with a fleet of fourteen, as follows: Ships *Carondelet* 1,438 tons, *Bonanza* 1,356, *Palmyra* 1,359; barks *Arkwright* 1,209, *Atlantic* 824, *Cowlitz* 740, *Emerald* 1,134, *Fresno* 1,187, *Skagit* 481, *General Butler* 1,163, *Sagamore* 1,341; *James Cheston* 945; barkentines *Kitsap* 665, *Klickitat* 468; tugs *Tyee*, *Goliah*, *Favorite*, *Cyrus Walker* and *Yakima*. Port Hadlock Mills—Barks *Arcturus* 1,007 tons, *Pearl* 509; ship *Guardian* 1,072; barkentines *J. M. Griffith* 576, *Retriever* 520; tugs *Holyoke* and *Colfax* and the steamer *Louise*. Port Madison Mills—Barks *Tidal Wave* 603 tons, *Northwest* 515, *Vidette* 616, *Oakland* 534, *Nonantum* 1,099, *Nellie May* 699 and the steamer *Addie*. Tacoma Mills—Ship *Dashing Wave* 1,054; barks *Shirley* 996, *Canada* 1,444, *Samoset* 601; tugs *Tacoma* and *Katie* and the steamer *Zephyr*. Port Discovery Mills—Ship *Jeremiah* 1,831, bark *Mary Glover* 700, brig *Deacon* 402, and tug *Pioneer*. Fast passages were made in 1888 by the British bark *Kaisow*, Captain Davies, which sailed from Bangkok to Cape Beale light on Vancouver Island in nineteen days; the ship *New York*, which arrived at Nanaimo four days from San Francisco; and the American ship *James Drummond*, which made the trip from New York to Astoria in 105 days.

Capt. Charles F. Johnson

The Columbia River grain fleet for 1888, while not equal in number to the Puget Sound lumber fleet, included over one hundred vessels, the largest being the British ship *Lancaster Castle*, 2,095 tons, and the smallest the British bark *Dora Ann*, 589. Eighty-one were over 1,000 tons register, thirty-nine over 1,300, sixteen over 1,600, seven over 1,800, and three over 2,000. Puget Sound's grain fleet included fourteen American and seven British ships and one Norwegian and five British barks. The largest was the British bark *Lord Raglan*, 2,200 tons, and the smallest the British bark *Madeira*, 845 tons. Eleven of the vessels were over 1,600 tons, eight over 1,800, and six over 2,000. Northwestern sailing vessels built in 1888 were: At Port Blakely—four-masted schooners *E. K. Wood*, length one hundred and seventy feet three inches, beam thirty-nine feet five inches,

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Francisco about 1886 with the tug *Escort No. 2*, with which he engaged in towing on the Columbia bar, remaining there for several months. On returning to San Francisco he was sent to the Sound in charge of the tug *Sea Lion*, which he handled with success in opposition to the regular tugs. The *Sea Lion* was succeeded by the new tug *Collis*, which Randall operated on the Sound. He returned from there several years ago, and, with the exception of a few weeks when he was in command of the tug *Lorne*, has since been engaged in California waters. His son, Capt. Clem Randall, is a well known tugboatman in Spreckels' employ.

depth of hold eleven feet seven inches, tonnage 520; and *Robert Searles*, length one hundred and eighty-two feet eight inches, beam thirty-eight feet, depth of hold thirteen feet six inches, tonnage 600; three-masted schooners *J. M. Coleman*, length one hundred and fifty-seven feet, beam thirty-seven feet one inch, depth of hold eleven feet five inches, tonnage 463; and *Oceania Vance*, length one hundred and forty-eight feet five inches, beam thirty-six feet one inch, depth of hold eleven feet three inches, tonnage 435. At Port Madison—schooner *Puritan*, length one hundred and seventy-two feet, beam forty feet eight inches, depth of hold twelve feet seven inches, tonnage 583. At North Bend, Or.—five-masted schooner *Louis*, length one hundred and ninety-three feet eight inches, beam thirty-six feet, depth of hold eighteen feet, tonnage 819. At Bandon, Or.—schooner *Ralph J. Long*, length eighty-seven feet, beam twenty-seven feet four inches, depth of hold five feet seven inches, tonnage 85. At Albion River, Or.—schooner *Lila and Mattie*, length ninety-three feet, beam twenty-seven feet eight inches, depth of hold six feet six inches, tonnage 100.

CAPT. HIRAM J. OLNEY

The number of ships wrecked and lives lost in 1888 was fully up to the average of preceding years. The most distressing disaster of the season occurred in January, when the British bark *Abercorn*, Capt. William Irvine, from Maryport for Portland with a cargo of railroad iron, was wrecked about ten miles north of Gray's Harbor, the entire crew, with three exceptions, perishing. The *Abercorn*, an iron vessel of 1,262 tons register, arrived off the Columbia about the 10th of January and took on board Pilot Charles F. Johnson[45] of Astoria. The weather was very thick for several days, and the tugs were unable to locate the vessel. When it finally cleared, she had disappeared from view, and the next news received was from the three bruised and battered survivors, who reached Gray's Harbor and reported the disaster. Johnson was a skillful pilot and had had several years' experience in the locality, but with the long-continued fog it was supposed that he lost his bearings, and the northerly current set him inshore. The vessel struck at 6:00 o'clock in the morning, and her masts began going by the board immediately. The heavy surf prevented launching the boats, and the deeply laden vessel struck so far from shore that it seemed almost a miracle that any one escaped. Those losing their lives were: William Irvine, captain, Charles Johnson, bar pilot, Charles Ebergh, A. Dunn, James Carn, Archie McKeller, A. Wilson, William Duff, J. Patterson, J. Durst, R. Foster, P. Tallent, J. Case, J. Baxter, J. Leeds, J. Pearsons, William Tingle, H. Anderson, J. Wood, J. Robertson and H. Gowan. Fourteen of the bodies washed ashore and were buried in one grave. The wreck continued to work in, and five years later Capt. George A. Pease built a long trestle out to it and recovered about 2,000 tons of the iron.

JOHN R. SEWELL

The small steamer *Gleaner*, owned and operated by Capt. Peter Jordan, capsized off Tongue Point, above Astoria, at 11:00 A. M., January 28th, while *en route* from Astoria to Deep River. The steamer carried thirty passengers, who took refuge in a fishing boat which was in tow; but three of them, Jacob Rennell, Mary Holt and Hilda Wilmer, were drowned. The disaster was occasioned by a heavy gale, which caused the cargo to shift, and before she could recover the sea swamped her. The German ship *Salisbury*, 1,017 tons, while *en route* from Port Discovery to Montevideo in command of Captain Keitzenstein, with a crew of eighteen, encountered a hurricane with a terrific cross sea two hundred miles west southwest of Cape Flattery and soon became water-logged. The pumps became choked, and the crew took to the boats and were picked up by the British bark *Seriel Wyn*, Captain Storm, February 13, 1888. The vessel was valued at $20,000 and the cargo at $8,500. The British steamer *Woodside*, from Victoria for Alberni, was lost near Pachena. The rudder carried away when she was about five miles from the Nitnat River, and the crew and passengers took refuge in the boats at 11:30 A. M., March 12th. They landed three miles from Pachena and were subsequently taken to Victoria by the Nitnat Indians. During the night the steamer drifted ashore and broke up. The steamer was owned by Muir Brothers of Sooke and was in charge of Capt. Colin Cluness. The Puget Sound steamer *Bob Irving* went skyward in a terrific boiler explosion April 1st, while *en route* from Samish to Sedro on the Skagit River with a cargo of hay and oats. The accident happened at 2:00 P. M., while the steamer was climbing Balls Riffle. Five men were on board at the time:

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[45] Capt. Charles F. Johnson was born in Waltham, Mass., in 1853. At the age of twenty he embarked on a whaler bound for the Arctic, and on his return from that voyage shipped as mate in the merchant service. He arrived in Astoria about 1880 on a vessel loaded with railroad iron, leaving her there and commencing work on the bar tugs, from which he soon graduated as a pilot, continuing in that profession until he met his fate on the *Abercorn*.

Capt. Hiram J. Olney,[46] a pioneer steamboatman of Puget Sound; John R. Sewell,[47] engineer; Herman Haroldsen, fireman; Andrew Johnson, deckhand; and a Chinese cook. The boiler was split wide open and thrown into the stream, and the fireman was literally blown to atoms. Olney, who was in the pilot-house, was struck by the wheel, and his head was found twenty feet from the body. The Chinese cook had both legs broken, but the other two men were not seriously injured. The steamer *Lily*, which was lying at Sterling, a mile above, immediately went to the rescue and picked up the dazed survivors. The hull sank soon afterward. A defective boiler was supposed to be the cause of the explosion, as it had previously seen many years of service in the *City of Quincy* and was probably unable to stand the pressure needed when the boat came to the riffles.

CAPT. JOHN H. NIBBE

The American bark *Julia Foard*, a craft whose launching was veiled in antiquity, was wrecked at Karluk, Alaska, May 27th, while *en route* from Astoria with cannery supplies and twenty-five Chinamen. A heavy sea swept her on the rocks, and being old and tender she soon commenced filling. The crew and passengers escaped and were taken to San Francisco by the schooner *Frances Alice*. The vessel was owned by A. P. Lorentzen and sailed by Captain Treanor. The American bark *Otago*, 870 tons, from Seattle for San Francisco in command of Capt. W. M. Collins, with a crew of fourteen, went ashore during a thick fog four miles north of Point Reyes at 4:00 A. M., July 28th. The crew abandoned her two hours later and landed in Drake's Bay, going from there to San Francisco. The vessel proved a total loss. The American bark *Cassandra Adams*, one of the fastest clippers ever built in the Northwest, struck a reef near Destruction Island during a dense fog at 8:15 A. M., August 16th. She was *en route* from San Francisco to Tacoma in charge of Capt. F. F. Knacke, who succeeded Captain Gatter on this trip. The bark was set on the reef by a strong southerly current, and the island was not sighted until she was hard and fast. It was impossible to save anything from the wreck, which was soon knocked to pieces by the heavy sea. The vessel was owned by the Tacoma Mill Company, who had purchased her a few months before for one-third of her original cost. Among other freight she had new boilers for the tug *Tacoma*. The steamer *Hermina* of Portland caught fire on Willow bar, on the Columbia, August 23d, and was burned to the water's edge. The *Bonanza*, an old-timer on the Willamette, struck a rock while landing at Wallings, above Portland, November 11th, and sank in twelve feet of water. As she was old and tender she was stripped of her machinery and abandoned. The *Leo*, Captain Whitford, owned by the Sitka Trading Company, struck a rock in Port Houghton Bay, November 27th, and sank. The machinery, which was from the old Portland steamer *Wildwood*, was saved.

The steamship *Yaquina Bay* was wrecked at Yaquina, December 9th. She had just arrived from the East to take the place of the *Yaquina City*, wrecked the previous year, and was in command of Captain Lord, who had brought her out from the East. The *Yaquina Bay* was built by Cramp & Sons in 1881 for the New York and West India trade, where she was known as the *Caracas*. Her dimensions were: length, two hundred and fifty-seven feet; beam, thirty-four feet; depth of hold, twenty-one feet. The disaster was caused by the parting of a hawser by which the tug was towing her in. The steamship *City of Chester*, Thomas Wallace, captain, Frank Cookson, chief engineer, was struck by the steamship *Oceanic* while leaving San Francisco harbor, August 22d, and went to the bottom in a few minutes, thirteen persons losing their lives. The American ship *John Bryce*, Capt. Thomas Murphy, from Port Ludlow for Melbourne, became water-logged in a hurricane December 8th and was abandoned eight hundred miles west of the Samoan Islands. Captain Murphy and nineteen of the crew reached Apia in boats and from there were brought to San Francisco on the steamship *Alameda*. Martin Neilson, one of the crew, lost his life at the time of the wreck. The *John Bryce* was twenty years old and valued at $50,000. The *Lief Erickson*, built this year, met with a terrible fate in December while off Al Ki Point *en route* from Seattle to Sydney. The steamer was in command of John H. Nibbe,[46] with

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[46] Capt. Hiram J. Olney is a native of the Pacific Coast and was for many years one of the best known steamboatmen on Puget Sound. He was employed at different times on nearly all the pioneer craft, and in 1879 built the twin propeller *Susie*. In 1882 he was interested with D. B. Jackson in the organization of the Washington Steamboat Company, and, after leaving that corporation, purchased the old Columbia River steamer *Gazelle*, which he operated until he secured the *Irving*. He was thirty-eight years of age at the time of his death.

[47] John R. Sewell, engineer, of Seattle, Wash., was born on Whidby Island in 1863, commenced steamboating on the steamer *Nellie* in 1879, and has since been engaged on nearly all the small steamers on Puget Sound. He was with Captain Olney on the *Bob Irving* when her boiler exploded in 1889, totally wrecking the boat. Sewell has recently been employed on the steamer *Cascades*.

[48] Capt. John H. Nibbe, of Sydney, Wash., was born in Germany in 1846, and began running between Hamburg and New York when a small boy. In 1861 he entered the United States Navy, and was on the gunboat *Petrel* when she was blown up at Yazoo City, near Vicksburg, fifty-one out of the fifty-four persons on board losing their lives. Captain Nibbe and the others who escaped were taken prisoners and sent south. After the close of the war, Nibbe returned to deep-water sailing, rounded the Horn in

W. W. Gates,[49] chief engineer, and Charles Poulsen, mate. At 5:00 P. M., when about five miles out from Seattle, a lamp exploded, setting fire to the boat. The flames ran through the cabin, creating a panic among the thirty people on board, and several jumped into the water and were lost. Captain Nibbe at once launched the raft, and many of the passengers put on life preservers. A niece of Captain Nibbe, Annie Tollner of Sydney, drowned almost within reach of her uncle, who made frantic efforts to save her. The steamers *Skagit Chief* and *Mountaineer* were about four miles away when the fire broke out, and crowded on all steam possible in order to be of service. When within half a mile of the steamer they began to pick up the survivors, and in this manner over twenty were saved. The *Henry Bailey*, *Politkofsky* and *Edith* also hurried to the rescue. Those losing their lives were John H. Norens of Port Orchard, Annie Tollner, R. Coombs, James Smith and Jack Simmons of Sydney, Thomas Kendall, and J. H. Brandson and wife. The steamer sank as soon as she had burned to the water's edge.

Five whalers were caught on a lee shore in a tremendous gale and wrecked on Point Barrow, August 3d. Several other vessels of the whaling fleet were in the immediate vicinity, but escaped with slight injuries. The lost vessels were: the barks *Mary and Susan*, L. C. Owen, captain, G. W. Porter, J. A. Silvia, Charles Coggeshall and W. R. Mengo, mates, and thirty-one men; *Fleetwing*, H. M. Gifford, captain, C. T. Gifford, E. Perriman, A. Cabral and A. Lester, mates, and twenty-eight men; *Young Phœnix*, Willard, captain, R. D. Cleveland, A. F. Cooper, J. Anderson and J. V. Hurd, mates, and twenty-nine men; schooners *Jane Grey*, W. H. Kelly, captain, A. H. Cleveland, W. J. Greenwood and T. Clark, mates, and eighteen men; *Ion*, N. Wagner, captain, G. W. Crapo, A. Osterberg and W. H. McKenzie, mates, and sixteen men. The barks hailed from New Bedford, and the schooners were owned in San Francisco, which was the home of most of the crews. All hands were rescued by the revenue cutter *Bear*, Captain Healy. The barkentine *Makah*, from Port Discovery for Australia with a cargo of lumber, in charge of Captain Larsen, two mates and eight men, was found bottom up near Tillamook Head, October 24th, eighteen days after leaving Port Discovery. No trace was found of the crew. The propeller *Susie*, built by Capt. Hiram Olney in 1879, exploded her boiler at Tacoma, December 19th, seriously injuring Capt. Patrick Doyle and William Bowen.

STEAMER "WILLIAM HUNTER" ON SLOCAN LAKE, 1892

The steamer *Beaver*, which was old when the keel of the *Eliza Anderson* was laid, when the *Constitution*, *Surprise* and *Sea Bird* were running on the Sound, and even when the *Lot Whitcomb* first disturbed the waters of the Columbia, came to an untimely end in 1888. The word untimely is used advisedly, for, despite the weight of years which would have ended the life of an ordinary steamer generations before, the *Beaver* was still in a fair state of preservation, and it would be difficult to predict how long a period of usefulness she might have enjoyed had not an unkind fate pursued her. She had been granted a license to carry passengers this season, and in charge of George Marchant, captain, Dave Simons, chief engineer, and Charles Johnson, mate, steamed out of Vancouver on a foggy July morning, and, having light steam, was caught in a treacherous eddy and thrown on the rocks, where she soon filled. The experience was not a new one for the *Beaver*, but so many modern steamers, better adapted in every way to the trade, had appeared, that no effort was made to raise the pioneer. She hung on the rocks in a listless manner for several weeks, her owner refused to sell, and finally efforts were made to float her, unfortunately without success. When it became apparent that the first steamer which ever plowed the waters of the Pacific was in a fair way to be lost forever, a strong effort was made to preserve her. The *Beaver* in reality was a commonplace towboat which had never been considered of much consequence, but the *Beaver*, as an historic relic, was now regarded as valuable. A company was formed for the purpose of raising and repairing her, and taking her to the World's Fair at Chicago, but the

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1867, and a year later reached the Sound, where he was engaged on the steamers *Favorite*, *Flying Dutchman* and other Northwestern craft for three years. He then returned to California and coasted out of San Francisco until 1886, when he again went to the Sound, was for a short time master of the steamer *Seattle*, and afterward purchased the *Watchmaker*, which sank in the latter part of 1886. He then secured the sloop *Sea Bird*, which he used as a ferry between Seattle and Port Orchard until May, 1888, when he acquired the ill-fated steamer *Lief Erickson*, and operated her until she burned in December, 1888. Captain Nibbe next bought the steamer *Nellie*, which he ran on the same route for a few months and then sold her and secured a half interest in the steamer *San Juan*, running her there for three years, and then engaging in the mercantile business at Sydney.

[49] W. W. Gates, engineer, of Sydney, Wash, began steamboating on the Columbia River in 1863 on the steamer *Minnehaha*, and subsequently served as engineer on a number of other well known vessels on the Columbia River. He left the Columbia several years ago and has since been running on several Sound steamers. He was in charge of the engines of the *Lief Erickson* when she burned in 1888, and on the *Ellis*, which met the same fate in 1894.

tardy recognition of her works, as in the case of many human makers of history, came too late, and, about the time the company was ready to place her again in her element, the big sidewheeler *Yosemite* came sweeping by at high water, throwing a swash which lifted the *Beaver* from the rocks which impaled her, and she slipped off into deeper water (see frontispiece). That portion of her house and hull which had not already been carried off by the relic hunters was gradually pulled apart by the grappling hooks of those who still sought mementoes of the famous old craft. An enterprising Vancouver firm secured several large pieces of timber from the hull, from which they manufactured a great number of canes, gavels, picture frames and other similar mementoes, and which have since been scattered to the most remote corners of the globe. The copper bolts and sheathing were melted into medals, and, with the wooden relics, will serve to keep the memory of the *Beaver* fresh long after that of her palatial successors has vanished. The venerable *Otter*, which was for many years the *Beaver's* only companion on Northwestern waters, also passed out of existence in 1888. She was dismantled in March, and the hull was used for a coal lighter. She had been out of service for the past two years and was owned by the Canadian Pacific Navigation Company. The steamer *Cariboo and Fly*, while *en route* from Skeena to Victoria, was wrecked in Granville Channel, but was afterward hauled off and repaired.

Joseph Spratt, a pioneer marine man of Victoria, died at San Jose, Cal., January 12, 1888. He was born in London in 1834 and came to California at the age of nineteen, working at the machinist's trade. He moved to Victoria about 1861 and established the Albion Iron Works, afterward operating the steamers *Maude* and *Cariboo and Fly* on the east coast, and subsequently purchasing the *Wilson G. Hunt*, which he ran to Nanaimo for a short time, then selling her and the *Maude* to the Canadian Pacific Navigation Company. In 1882 he disposed of the foundry, which at that time had become quite an extensive establishment. At the time of his death Mr. Spratt still retained the ownership of the *Cariboo and Fly*, *Eliza*, *Emma* and *Spratt's Ark*. He always evinced a deep interest in any project for the development of the city he had made his home. The important part he took in the marine business has been mentioned elsewhere in this work. His portrait appears on page 175.

U. S. COAST DEFENDER "MONTEREY"

CHAPTER XVIII.

The Puget Sound & Alaska Steamship Company — Steamers "State of Washington" and "Fairhaven"—Additions to the Sound, Shoalwater Bay and Gray's Harbor Fleet—Tugs "Lorne," "Alert," "Active," "Triumph," "Wallowa" and "Printer" — Steamers "Delaware," "G. W. Shaver," "Ione," "Modoc" and "No Wonder"—Steamships "Haytian Republic," "Corona," "City of Topeka" and "City of Puebla" — Strike Among the Northwestern Steamboatmen—End of the "Alaskan" — Tug "Fearless" Wrecked—Loss of the "Ancon" and "Idaho"—Steamers "J. B. Libby," "Despatch," "Bee," "Neptune" and "North Bay" Burned on the Sound—"Clan Mackenzie" Sunk by Steamship "Oregon" —Steamers "City of Kingston" and "City of Seattle" — Seattle Steam Navigation & Transportation Company — Sternwheelers "Bailey Gatzert" and "Greyhound"—Union Steamship Company of Vancouver — British Columbia Steamers "Mystery," "Chieftain," "Thistle," "Standard" and "Earle"—Columbia & Kootenai Steam Navigation Company—Steamer "Lytton" — Canadian Pacific's Oriental Liners "Parthia," "Batavia" and "Abyssinia"—Steamship "Alice Blanchard"—Ship "Thermopylæ"—Disappearance of Bark "Nellie May" and Schooner "Douglas Dearborn"— Wreck of the Steamship "Sardonyx," Bark "Atalanta," Ship "Straun" and Other Vessels.

MORE THAN A SCORE of fine steamers came into existence on Puget Sound in 1889, and the Columbia River and Victoria districts also received numerous additions to the steam fleet. Several new steamships appeared in the coasting service, the number of vessels engaged in the Sound lumber trade was the largest up to this time, and marine business flourished in all its branches. The remarkable growth of this traffic on the inland sea is best shown by the records, which give a total of 892,000 passengers carried by Sound steamers in 1889. The most important event of the year was the organization, September 17th, of the Puget Sound & Alaska Steamship Company, the successor of the Washington Steamboat Company, started in a very humble manner a few years before by Capt. D. B. Jackson. The new company was capitalized at $600,000, with headquarters at Utsalady, and its stockholders were: D. B. Jackson and Watson C. Squire of Seattle; Charles H. Prescott, Isaac W. Anderson and George Brown of Tacoma; Colgate Hoyt and J. M. Bookman of New York. As in the old corporation, Jackson was the prime mover, and, realizing that the fleet then in operation was inadequate, he immediately went East, purchased the Hudson River steamer *City of Kingston*, and placed an order for a companion ship, the *City of Seattle*, two steamers which would be a credit to any port in the world.

The Pacific Navigation Company set afloat the fine sternwheel steamer *State of Washington* at Tacoma. She was built by John J. Holland and was launched with steam up, her wheel beginning to revolve as soon as she struck the water. The *State* is one hundred and seventy feet four inches long, thirty-one feet three inches beam, and seven feet hold, and made her trial trip July 12th, going from Tacoma to Seattle in one hour and thirty-five minutes, which at that period was nearly record time. The steamer has been actively engaged in the service of her original owners since her completion, most of the time on the Bellingham Bay route. She was for a long while commanded by Capt. Henry Bailey, and has also been handled by Captains Harry K. Struve,[1] G. H.

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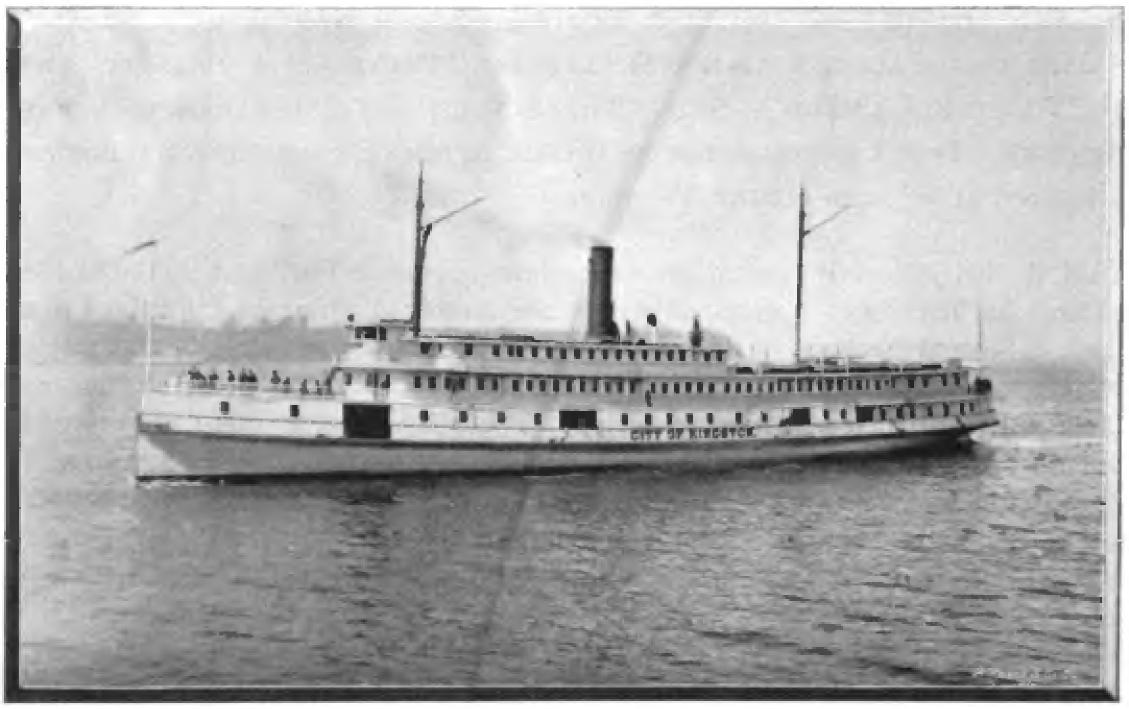
[1] Capt. Harry K. Struve of Seattle was born in Vancouver, Wash., in 1863. His first marine experience was on the ship *Oriental*, sailing from Puget Sound to Australia. On reaching the Antipodes he sailed for a short time in the coasting business, then returned to the Sound, and began steamboating in 1881. He served as mate and master on tugboats for a number of years and was first in command of the steamer *Flyer* upon her arrival at Seattle. He afterward took the steamship *Haytian Republic* and ran her until her owners lost her through their smuggling operations. Captain Struve then went back to Puget Sound and handled the Pacific Navigation Company's steamer *State of Washington*, resigning after a few months' service and going to Alaska in the spring of 1895 to take charge of a steamer on the Yukon River.

Parker, Harry Carter, A. N. McAlpine, and a number of other well known Sound steamboatmen. David Pardun was engineer until his death, and Nicholas C. Perring[2] was among the last in charge of her engines. Nelson Bennett, who had large property interests on Bellingham Bay, constructed a fine sternwheeler at Tacoma and christened her the *Fairhaven*, in honor of his favorite town. The steamer was one hundred and thirty feet long, twenty-six feet five inches beam, and six feet two inches hold, and, after running under Bennett's management for a few months was purchased by the Pacific Navigation Company and alternated with the *State of Washington* on the Bellingham Bay route. The old steamer *Mountain Queen* was rebuilt as a sidewheeler at Portland, renamed the *Sehome*, and sent to Puget Sound, where she commenced running in the Oregon Railway & Navigation Company's service December 14th, in place of the *North Pacific*. The *Sehome* is one hundred and ninety-two feet four inches long, thirty-two feet two inches beam, and ten feet five inches hold. She ran for a short time on the Victoria route and subsequently to Bellingham Bay. When the Oregon Railway & Navigation Company suspended operations on the Sound, the steamer was tied up for some time, and early in 1895 was chartered by the Northern Pacific and used on the Victoria run in charge of Captain Clancy. Captains McAlpine, Stetson,[3] O'Brien, Parker and Barrington have handled the steamer on the Sound, and Philip Van Tassell, Charles S. Follett[4] and several other engineers have served with her. The Port Blakely Mill Company launched, in 1889, the *Sarah M. Renton*, a fine propeller, for their local service. She is ninety-one feet five inches long, twenty feet beam, and ten feet four inches hold. Capt. W. H. Hobson commanded her for several years and was succeeded by W. H. Primrose, who had served as engineer. H. M. Thornton has had charge of her engines for the past four years. The tug *Discovery* was built at Port Townsend by Capt. Thomas Grant, who is still operating her. She is eighty-three feet six inches long, twenty feet three inches beam, and six feet four inches hold, and has performed excellent service as a towboat. Capt. H. F. Beecher, who lost the steamer *J. B. Libby* by fire, purchased the *General Miles* and also secured the *Point Arena* for the Island route. The latter was a propeller registering 171 tons, constructed in San Francisco in 1887. She is one hundred and fifteen feet long, thirty feet beam, and nine feet hold. The propeller *Detroit*, length eighty-one feet, beam fifteen feet three inches, depth of hold six feet nine inches, was launched at Detroit, Wash., in 1889, and is still in use.



STEAMER "CITY OF KINGSTON"

The *Ferndale*, a one hundred and fifty ton propeller, was brought up from San Francisco and engaged in the Island trade. Her career on the Sound was brief, and while in charge of her owner, Capt. A. O. Benjamin, she was destroyed by fire in December, 1890. Among the steamers appearing on the Sound were the *Angeles*, length fifty-eight feet five inches, beam seventeen feet seven inches, depth of hold eight feet three inches, at Port Angeles, recently handled by Capt. Harry Lott and Engineer J. A. O'Neal;[5] *Des Moines*, length forty-nine feet, beam fifteen feet three inches, depth four feet seven inches; *Mocking Bird*, length thirty-one feet five inches, beam fourteen feet eight inches, depth two feet seven inches, at Tacoma; *Al Ki*, length seventy-two feet four inches, beam seventeen feet four inches, depth four feet three inches, at Utsalady; ✓ *Dispatch*, length ninety-seven feet, beam sixteen feet four inches, depth six feet four inches, at Seattle; *Indiana*, length eighty-six feet two inches, beam fourteen feet eight inches, depth three feet five inches, at Mt. Vernon; *Mollie Bleaker* at Tacoma, *Albert Lea* at Gig Harbor, *Advance* at Whatcom, *Edna* at Olympia, *Isabelle* at Hood's Canal, *Thistle* at Blakely, *Mascotte* at Seattle, *Vixen* at Maple Grove, and *Utsalady* at Utsalady. The Sound fleet was further increased in 1889 by the *Lillian*, built at Astoria in 1883, the *San Juan* at Portland, the *Katie* at San Francisco, and the *Prospect*, a steam launch brought from the East. On Gray's Harbor the steamer *Montesano*, length one hundred and ten feet, beam twenty-three feet, depth of hold five feet, was constructed at Cosmopolis; the tug *Printer*, length ninety-seven feet five inches, beam twenty-two feet, depth ten feet four inches, at Hoquiam; the *Wishkah Chief*, a small sternwheeler, at Aberdeen; and the *Elma*, length seventy-four feet, beam eighteen feet two inches, depth three feet five inches, at Cosmopolis. Shoalwater Bay steamers in 1889 were the *Volga*, *New York*, *Cruiser*, *Favorite*, *South Bend*, *Tom Morris*, *Rustler*, *Tillie*, *Hunter* and *Traveler*. The tug *Lorne* was the best marine production of the Victoria district in 1889. She was launched at Victoria, June 4th, making her trial trip August 28th in charge of Captain Christiansen and Engineers Fowler[6] and Hickey. She is about one hundred and fifty feet long, twenty-five feet beam, fourteen feet hold, with triple compound engines. Captain Christiansen was succeeded by his son, and Capt. Samuel Randall was master a short time. For the past two seasons she has been handled by Capt. L. P. Locke.[7] The tug *Alert*, a propeller of about forty-five tons register, was launched at Victoria in 1889 and run for several years by Captain Clarke. The steamers *Spallamacheen*, *Lady Dufferin* and *Marion* were plying in the lake districts of British Columbia, and the *Victoria* was out of service. The tug *Active* was also added to the Victoria fleet. She was a good-sized propeller and has recently been in the towing service in charge of Capt. Donald Patterson and Chief Engineer John H. Gray. Capt. Asbury Insley launched the *Delaware*, length one hundred and thirty-six feet, beam twenty-seven feet, depth of hold five feet, at New Westminster in May. The *Delaware* was a handsome steamer, but was not a success financially, and her machinery was removed at Vancouver in 1894. Other steamers in British Columbia this year were the *Falcon* and *Northern Chief*. The *Isabel*, again in service, was running to Comox, Nanaimo and Vancouver in command of Capt. J. P. Bendrodt. The *Amelia* was sold at auction July 17th, Capt. J. G. Cox being the purchaser.

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[2] Nicholas C. Perring, engineer, was born in England in 1860 and began steamboating on Puget Sound about 1880. He was first on the steamer *Goliah* and afterward on the *Favorite, Addie, Bob Irving, Clara Brown, Skagit Chief, Wasco* and a number of others. He has recently been chief engineer of the *State of Washington*.

[3] Capt. A. F. Stetson, a well known master and pilot, is a native of Maine and began steamboating on Puget Sound in 1873. His first trip was on the steamer *North Pacific*, and since that time he has run as master, mate or pilot on nearly all the principal steamers on the inland sea.

[4] Charles S. Follett, engineer, of Seattle, Wash., was born in Iowa in 1863, and commenced steamboating in 1879 on the Mississippi and Ohio rivers, where he served until 1887, when he moved to Tacoma. He was sent from there to Pascoe to take the steamer *City of Ellensburg* to the mouth of the Okanagan River, and remained with her three years, running from Rock Island to the mouth of the Okanagan. After leaving the *Ellensburg* he was with the Pacific Navigation Company for a short time, afterward going to the *Greyhound* and to the *Bailey Gatzert*, with which he went to Portland in 1892. Returning, he worked ashore for two years and then joined the *Sehome*.

[5] J. A. O'Neal, engineer, of Port Townsend, Wash., was born in Maryland in 1849 and has been steamboating on Puget Sound since 1889, commencing on the tug *Holyoke*. He was also on the *Louise, Sea Lion, Angeles* and other steamers.

CAPT. L. P. LOCKE

The finest steamer built on the Willamette in 1889 was the *G. W. Shaver*, launched at Portland for the People's Trading Company, the name under which the Shavers were operating. The *Shaver* was constructed to replace the *Manzanillo*, which had become too small for the Clatskanine trade. She is one hundred and forty-five feet long, twenty-eight feet beam, and five feet six inches hold, with engines sixteen by sixty inches, and was equipped with Turner's steam steering gear, a donkey engine for hoisting freight, and all modern improvements. She was put in commission June 22d in command of Capt. James W. Shaver, with Henry Pape, engineer, Lincoln Shaver, pilot, and was the best steamer ever operated on that route. She was withdrawn about a year ago and has since been employed on other routes. The *Ione*, length one hundred and thirty feet four inches, beam twenty-four feet, depth of hold five feet six inches, with engines fourteen by seventy-two inches, was set afloat at Portland, July 30th, for Capt. W. S. Buchanan, who operated her on the Portland and Washougal route until 1892, when he sold her to the Hosford Brothers of Mount Tabor, Or. The elder, Olin W. Hosford, took command of the steamer, and while in his charge she has sunk and been raised several times. She has lost much of her speed, but when she was launched few boats on the river could pass her. John Douglass was her first engineer, and Frank Brunger has been for several years in charge of her engines. The steamer *Modoc*, built at Portland in 1889 by J. H. Steffen for the Oregon Railway & Navigation Company's Willamette service, is one hundred and forty-two feet long, thirty feet one inch beam, and four feet four inches hold, with engines fourteen by sixty inches. She made her trial trip to Oregon City,

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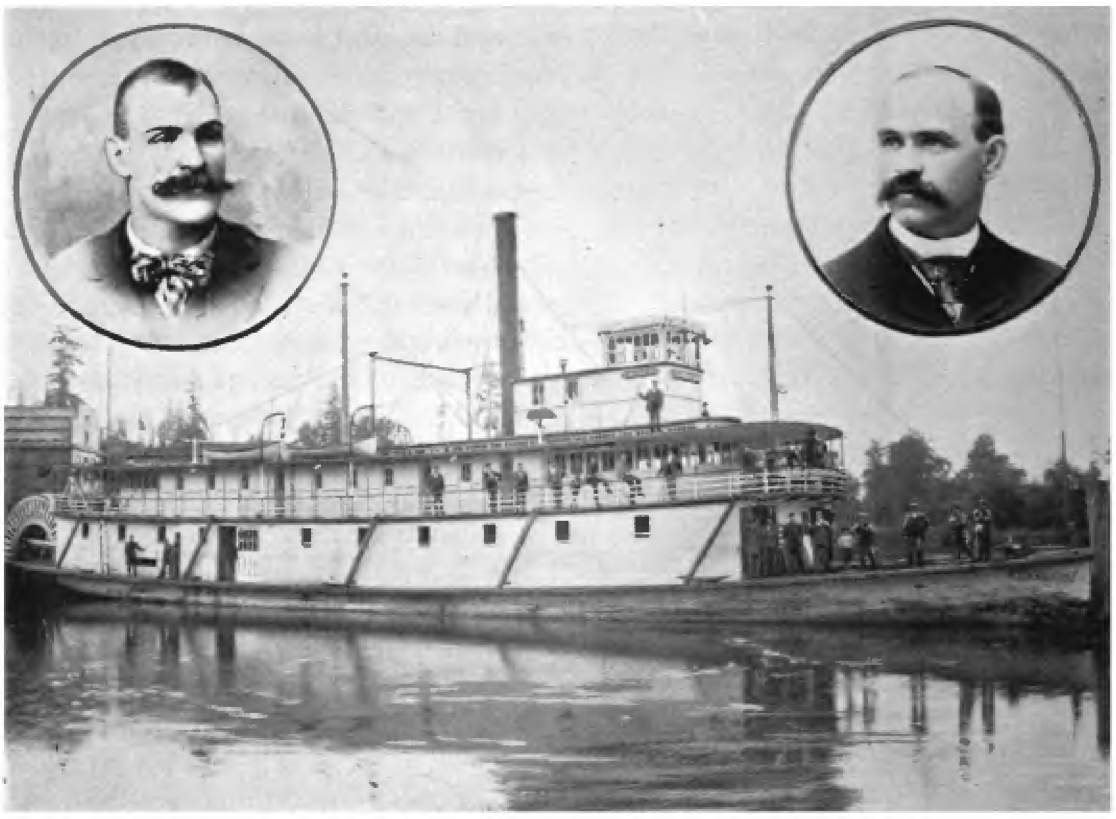
[6] Jasper Fowler of Victoria, B. C., was born in Leith, Scotland, in 1857, came to Victoria on H. M. S. *Triumph* in 1879, and was there transferred to H. M. S. *Rocket*, with which he remained for two years. He then left the service and joined the steamer *Woodside* as engineer. He was afterward connected with the *Grappler*, *Sardonyx*, *Beaver* and *Pilot*, and assisted in building the machinery for the tug *Lorne* and placing it. When she was launched he was appointed guarantee engineer by the builders for twelve months, at the expiration of which he was engaged by R. Dunsmuir & Co., owners of the *Lorne*, to remain with the steamer permanently. Three years afterward he became master mechanic for the Esquimalt & Nanaimo Railway.

[7] Capt. L. P. Locke was born in Halifax, Nova Scotia, in 1852, and commenced a seafaring life at the age of sixteen, running to the West Indies with his father, Capt. Eben J. Locke. He was subsequently engaged in the coasting trade and ran as mate and master on the Western Ocean, going thence to Antwerp, where he entered the employ of the Red Star Line Steamship Company, remaining from 1882 to 1889 as third and second officer while in their service, securing hydrographic data to assist in making pilot charts for the North Atlantic. On leaving the Red Star line he went to British Columbia as first officer on the steamship *West Indian* and was with her during her exciting episodes at Iquiqui. On returning to British Columbia he took command of the steamship *Wellington* for a few trips during the absence of Captain Salmond, was afterward first officer on the *Lorne* for a short time and was then appointed master of the tug.

June 28th, with Miles Bell, captain, Edward McFeely, chief engineer, and Harry Blanchard, purser. Bell retained his position until 1891, when he was succeeded by J. L. Smith, who has since handled her. The Willamette Steam Mills & Lumbering Company completed the *No Wonder*, length one hundred and thirty-five feet three inches, beam twenty-seven feet eight inches, and depth of hold three feet six inches. The steamer was constructed under the supervision of Capt. Frank Turner and was equipped with a number of improvements for handling log rafts, Turner's long experience in this business enabling him to turn out the finest craft of this kind which had yet appeared. Her builder remained in command, with W. H. Marshall, chief engineer, until 1893, and since that time she has been run by Capt. Charles Spinner. Capt. Joseph Kellogg, who had been engaged in marine pursuits on the Willamette and Columbia rivers for forty years, in 1889 launched the steamer *Northwest*, a light-draft sternwheeler one hundred and thirty-four feet seven inches long, twenty-seven feet five inches beam, four feet eight inches hold, with engines twelve and one-half by fifty inches. She has been engaged in the Cowlitz trade since her completion, in charge of Captains Orrin and Edward Kellogg. J. B. Montgomery's propeller *Cyclone* proved such a remunerative venture, that in 1889 he set afloat the steamer *Typhoon*, length seventy-four feet five inches, beam fourteen feet, depth of hold four feet five inches, with engines eleven and twenty-two by twelve inches. She was engaged but a short time on the route for which she was intended, and in June, 1890, was sold to George Emerson of Gray's Harbor, where she ran for a short time and was then disposed of to C. O. Lorenz[8] of Tacoma, who is still operating her. George W. Adams was her first master on the Willamette. The tug *Donald* went out of service in 1889, and her machinery was placed in a new hull constructed at Portland for the Oregon Railway & Navigation Company. The new tug was christened the *Wallowa* and is one hundred and eleven feet six inches long, twenty-three feet nine inches beam, and eleven feet six inches hold. She has been in charge of Capt. R. E. Howes since her completion. A. F. Goodrich was her first engineer, and John S. Kidd has recently filled that position. The steamer *George H. Chance*, built at Yaquina for a deep-sea fishing company, was launched February 13th and made several successful trips to the halibut banks in command of George W. Adams and Peter H. Crim. The fishing business proved unprofitable, and in 1892 she was handled by Capt. J. J. Winant in the coasting trade. She was lengthened and rebuilt in 1893 and has since been running as the *Bandorille*, Winant still remaining in charge.



LINCOLN SHAVER STEAMER "G. W. SHAVER" CAPT. J. W. SHAVER

Other steamers completed at Portland in 1889 were the *City of Astoria*, which was the old *City of Sellwood* remodeled, the *Baranoff* for the Baranoff Packing Company of Alaska, the *Volunteer*, which is still jobbing about Portland with James Good, captain, the *F. P. Wright* for Green C. Love, and the *Lena*, a small sternwheeler for the Lewis and Lake rivers trade. At Astoria the *C. W. Rich*, a diminutive propeller, was constructed for the Lewis and Clarke River; the *Eclipse* was built by Capt. Max Skibbe for towing and jobbing; the *Restless* for Capt. Harry Finley,[9] who has since operated her on Shoalwater Bay; and the *Fisher*, which was Captain Haaven's *Frolic* rebuilt, by J. O. Hanthorn. The *Harvest Moon*, a sternwheeler eighty-two feet long, seventeen feet eight inches beam, and three feet seven inches hold, with engines eight by thirty-six inches, was launched at New Era by Capt. James Welch, and the *Chinook* at Chinook on the Columbia for the Bartlett Bay Packing Company. The *Gold Gatherer* is a seventy-foot steam scow built in the interior of Idaho to run between Huntington and Salmon Falls on Snake River. She was used by her owners in prospecting and washing out gold from the sands along the stream, and formed the basis for an extensive suit against the Oregon Short Line Company, whose bridge across the Snake River would not permit the *Gold Gatherer* to pass down. The steam tug *Triumph* was completed at Parkersburg, Or., for the Coquille Mill & Tug Company. J. Parker was her first master, and for the past five years she has been in charge of Capt. Levi Snyder. The *Liberty* was set afloat at Bandon by Averill, Long & Co., and has since been handled on the Coquille by Capt. John Erickson. The small steamer *Louise* was brought from San Francisco to the Nestucca River by D. A. Finlay & Co., and the *Lillian* from the same place to the Siuslaw, where she was run by Capt. John Bergman for her owners, Meyers & Kyle.[10]

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[8] Capt. C. O. Lorenz of Tacoma was born in Germany in 1834. His first steamboating in the Northwest was at Tacoma, where he built the steamer *Sophia*, which he operated in connection with his lumber business. In 1886 he secured the mail contract on the Henderson Bay route and with his son, Capt. Edward Lorenz, constructed the steamer *Meta* in 1888. They operated both steamers until a short time ago, when the *Sophia* was sold to Capt. Frank Bibbins. Capt. Edward Lorenz is still running the *Meta*.

[9] Capt. Harry Finley was born in Denmark in 1847 and followed his calling on Atlantic sailing vessels for a number of years, coming to the Pacific Coast in 1864, where he first ran on the schooner *Eclipse* from San Francisco to Coos Bay. After a year spent coastwise on the schooner *Two Brothers*, he returned to New York and went from there back to Denmark, where he remained until 1870, when he left for San Francisco. On arrival that year he went on the schooner *Florence* coastwise, and was shipwrecked on her that fall. He afterward shipped on the following vessels: brigs *Blanco* and *J. B. Ford*, bark *Oakland*, schooner *Pacific* and others, running between San Francisco and Puget Sound and coast ports. In 1875 he went to Shoalwater Bay, where he has been connected with the steamers *Rowena* and *Restless*.

The *Haytian Republic* commenced to run between San Francisco and Seattle in 1889, and in the comparatively few years of her career has furnished the newspapers with more startling items than any other steamship in Northwestern waters. The *Haytian Republic* was built at Bath, Me., in 1885, for Captain Compton. She is one hundred and ninety-one feet five inches long, thirty-six feet one inch beam, and twenty feet two inches hold, with engines twenty-two and forty-four by thirty-six inches. Her sensational career began almost with her first trip. While running to Hayti during the Hippolyte rebellion, Compton sold a small brass cannon and some ammunition to the rebels. For this act she was seized by Legitime, but the United States Government compelled him to release her. Before she left the harbor at Port au Prince, one of Legitime's gunboats, the *Nanette Valdroque*, tried to sink her in a deliberate collision, the marks of which were still visible when she came to the Pacific Coast. In 1889 she was purchased by the Kodiak Packing Company and brought around the Horn to be used in connection with their cannery interests. She proved too large for this purpose, and was soon laid up. She was used for a short time as an opposition steamship between San Francisco and Puget Sound, and in June, 1892, was chartered by Dunbar, Blum & Thompson of Portland, with the option of purchase if the payments were made as agreed. Dunbar and his associates were operating as the Merchants' Steamship Company, ostensibly carrying freight and passengers between Vancouver and Puget Sound points and the Columbia River, but in reality contraband Chinamen and opium constituted the most profitable part of her cargoes. The smuggling ring made the first and second payments on the ship, but the loss of the *Wilmington* and several thousand dollars' worth of opium compelled them to turn her over to the mortgagee, the Northwest Loan & Trust Company of Portland, in whose hands the steamer was repeatedly seized, charged with importing Chinese and opium, but was always promptly released under bond. When the *exposé* of the big smuggling ring came, she was taken to Portland, where she remained for several months, pending the result of her owners' trial, at the conclusion of which she was sold by the Government to Sutton & Beebe for $16,000. They made extensive repairs and renamed her the *Portland*, disposing of her a short time afterward to San Francisco parties. On her first trip under the new *régime* she left Nanaimo with a large cargo of coal, in charge of Capt. E. W. Holmes and First Officer H. K. Struve, her former master, and was caught in the same storm that sent the *Keweenah* and *Montserrat* to the bottom. The *Portland* escaped by a miracle, putting in to Victoria in a damaged condition. Her cargo was discharged, and after a few repairs she proceeded to San Francisco, where she was secured by the Pacific Mail Steamship Company to operate between Panama and the coffee ports. Capt. E. T. Rogers was her master when she was transferred to the new company and has since continued in charge.

TUG "TRIUMPH"

The Pacific Coast Steamship Company replaced the *Ancon* with the handsome new propeller *Corona*, built in Philadelphia in 1888. The *Corona* is two hundred and twenty feet long, thirty-five feet beam, nine feet five inches hold, was brought out from Philadelphia by Capt. Charles Goodall and went north in March in charge of

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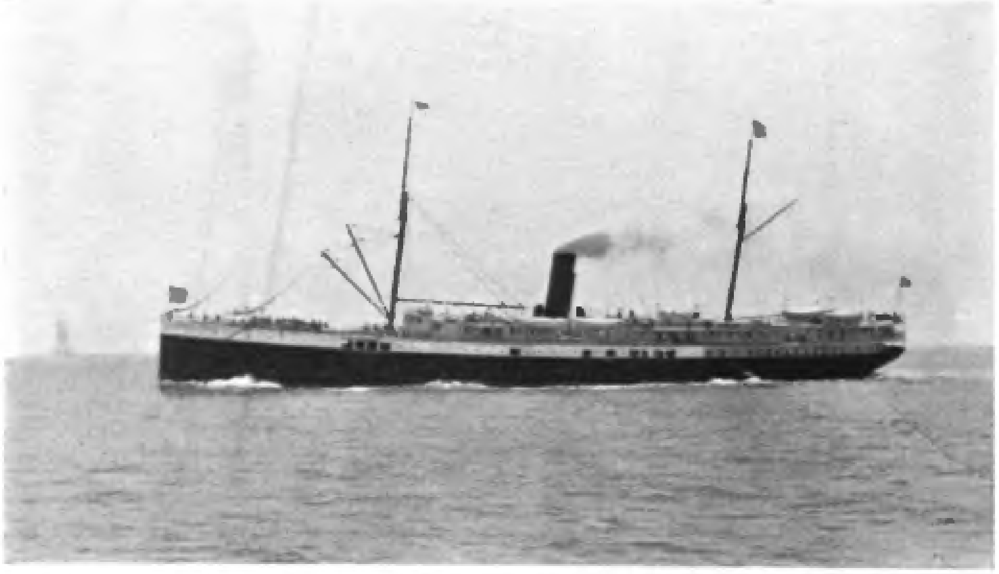
[10] William Kyle of Florence, Or., was born in Scotland in 1858 and came to Astoria in 1875 on the British bark *Parsee*. He left the vessel at Astoria, where he resided until 1887, when he went to Florence and purchased the steamer *Lillian* at Coos Bay and the tug *Robarts* at San Francisco, operating the two vessels in connection with his mercantile business and salmon cannery.

James Carroll, captain; Edward Cheney, first officer; J. A. Williams, chief engineer; G. Mitchell, assistant. Carroll was succeeded by David O. Wallace,[11] who ran her until November, when the *City of Topeka* was sent to take her place. Richard E. Tomlin[12] afterward served as chief engineer, with Henry Lux,[13] first assistant. The latter steamer has been on the route continuously since that time, with David Wallace, master, and William Law, chief engineer. The *City of Topeka* was built at Chester, Penn., in 1884 for some Boston people, but was sold a few years afterward to the Atchison, Topeka & Santa Fé Railroad and sent to the Coast about 1886. She is one hundred and ninety-eight feet long, thirty-five feet beam, and twelve feet hold. The steamship *City of Puebla* was placed on the Puget Sound route in 1889 in command of Captain Debney, who was for many years master of the *State of California*. A. H. Kress was chief engineer, and in October the steamer made the fastest passage on record between San Francisco and Victoria, covering the distance in fifty hours. This time was reduced by the same steamer a year later to forty-eight and one-half hours. The *City of Puebla* is three hundred and twenty feet six inches long, thirty-eight feet six inches beam, seventeen feet hold, and is still on the Victoria route. Capt. James L. Ferguson, who had held the office of inspector of hulls for the Willamette district since 1883, was succeeded in 1889 by Capt. E. S. Edwards, who still fills that position in a very satisfactory manner. Frank McDermott, appointed boiler inspector in 1887, remains in charge of that department at the present time. Capt. U. Sebree, one of the most popular lighthouse inspectors who ever served in the Northwest, was succeeded in 1889 by Capt. W. W. Rhodes.

With the exception of the Smith-McAlpine trouble a few years later, the only strike of any consequence in which Northwestern steamboatmen participated took place in 1889. The trouble was the result of an order from Omaha directing a cut in the pay of masters, pilots and engineers on the river and Sound steamers controlled bythe Union Pacific, which had recently assumed control of the Oregon Railway & Navigation Company. The new schedule allowed the men, in whose charge hundreds of lives and many thousand dollars' worth of property were daily placed, about the same wages earned by a hod carrier or truck driver. The Northwestern steamboatmen not only refused to accept the terms offered, but surprised the Eastern railroad managers by striking for a slight advance. Every steamboat of any consequence on the Columbia River and Puget Sound was tied up for several days. No better evidence of the ignorance of the men who were responsible for the trouble is needed than a telegram sent from the railroad headquarters at Omaha stating that, if the men

CAPT. DAVID O. WALLACE



STEAMSHIP "CITY OF PUEBLA"

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[11] Capt. David O. Wallace was born in Newbergh, Scotland, January 22, 1853, and commenced going to sea when a boy, sailing on deep-water vessels to various parts of the world. He arrived on the California coast about twenty-five years ago, entered the steamship service as seaman on the *Santa Cruz*, and was similarly engaged on several other steamships running south from San Francisco, afterward being appointed mate on the *Los Angeles*. The *Idaho* was his first command, and from her he went to the *Ancon*, which he commanded until she was wrecked. He was then given charge of the steamship *City of Topeka*, and, with the exception of intervals when she was replaced by the *Mexico*, has handled her on the Alaska route continuously since the loss of the *Ancon*.

[12] Richard E. Tomlin, engineer, was born in New Jersey in 1845 and began his marine career in the United States Navy. He remained with the engineering department of the Navy until the close of the war, and then ran on various Atlantic Coast steamships until 1882, when he came to the Pacific Coast on the steamship *Queen of the Pacific* as water-tender. He remained there a short time and then returned East, coming out again as first assistant on the tug *Relief*, leaving her to go in the same capacity on the steamship *Willamette* and afterward on the *Queen* and *Eureka*, and was then promoted to chief of the *Eureka*, where he ran for about fourteen months, leaving her to go as first assistant on the *Umatilla*. He was next chief of the steamship *Corona* for nearly three years, and for the same length of time has been first assistant on the *Australia*.

[13] Henry Lux, engineer, was born in Germany in 1866 and came to San Francisco when three years of age. After serving an apprenticeship he worked in different machine shops until 1883, when he joined the steamship *San Juan* as water-tender. He has since been engaged on the *City of Panama*, *San Blas*, *San Jose*, *Umatilla*, *Willamette* and *Corona*, serving in different capacities until 1889, when he was appointed first assistant on the *Corona*. He has held a similar position on the *Willamette* and *City of Puebla* and for the past three years has been engaged on the *Corona*.

did not take the steamers out within twenty-four hours, steamboatmen would be started from the East to take their places. When they were informed that it required several years of practical experience on these waters before a man could secure a license, a change of tactics was adopted, and, after transportation had been practically blocked for a week, the engineers were granted an increase in wages, and the order reducing the salaries of the masters and pilots was withdrawn.

CAPT. R. E. HOWES

Some very fine productions swelled the number of Pacific Coast built vessels in 1889, Port Blakely leading with the four-masted schooners *Golden Shore* and *Robert Lewers* and the barkentine *Irmgard*. The latter is one hundred and seventy-six feet long, thirty-seven feet eight inches beam, and fourteen feet four inches hold, net tonnage 670. The *Golden Shore* is one hundred and eighty-five feet one inch long, thirty-eight feet five inches beam, fourteen feet two inches hold, tonnage 664. The *Lewers* is one hundred and eighty-five feet one inch long, thirty-nine feet two inches beam, fourteen feet three inches hold. The schooner *Gardiner City*, length one hundred and sixty-nine feet, beam thirty-nine feet, depth twelve feet, tonnage 451, was launched at North Bend, and the *Sophia Sutherland*, length one hundred and five feet, beam twenty-five feet seven inches, depth ten feet three inches, tonnage 148, at Tacoma. The Columbia River grain fleet for 1889 included sixty-five vessels, the largest of which was the British ship *Scottish Glens*, 2,061 tons, and the smallest the British bark *Janet Ferguson*, 581 tons. Forty-nine were over 1,000 tons register, thirty-six over 1,200, sixteen over 1,300, eleven over 1,600, four over 1,800, and two over 2,000 tons. Puget Sound's lumber fleet far eclipsed this record, over four hundred vessels loading at the various mill ports on the inland sea. The Puget Mill Company was at the head of the list, with fifty-eight cargoes from Port Gamble, thirty-four from Port Ludlow and twenty-five from Utsalady. Port Blakely shipped eighty-nine cargoes, Tacoma seventy-one, Port Discovery sixty-five, Port Hadlock forty and Gig Harbor nineteen. Puget Sound also sent foreign seventeen cargoes of grain as follows: British ships—*Cambrian Prince* 1,349, *Francis Thorpe* 1,257, *Nith* 990, *Lady Cairns* 1,265, *Marlboro Hill* 2,363, *Dunboyne* 1,379, *Leyland Bros.* 2,238, *John R. Kelley* 2,254, *Lizzie Bell* 1,036, *Craigend* 2,218; American ships—*Edward O'Brien* 2,154, *Reaper* 1,395, and *Senator* 1,695; British barks—*Kier* 986, *Edinburghshire* 1,277, *Madeira* 845, and *Dunbartonshire* 915 tons.

WALTER SWAIN

The worst marine catastrophe since the burning of the *Grappler* in 1883 occurred in May, 1889, when the splendid sidewheeler *Alaskan* foundered off Cape Blanco, carrying down over thirty men. The steamer was bound for San Francisco, where she was to go on the drydock for repairs. She left Portland, May 10th, with the following officers and crew: R. E. Howes,[14] master; G. W. Wood, first officer; Seymour T. Weeks, second officer; Walter Swain,[15] chief engineer; A. G. Mitchell, first assistant engineer; Albert Rahles, steward; James Stevenson, watchman; W. Emerson and James McGeary, water-tenders; M. McLean and T. Wallace, oilers; William Hunter, George Shielderup, J. N. Graham and

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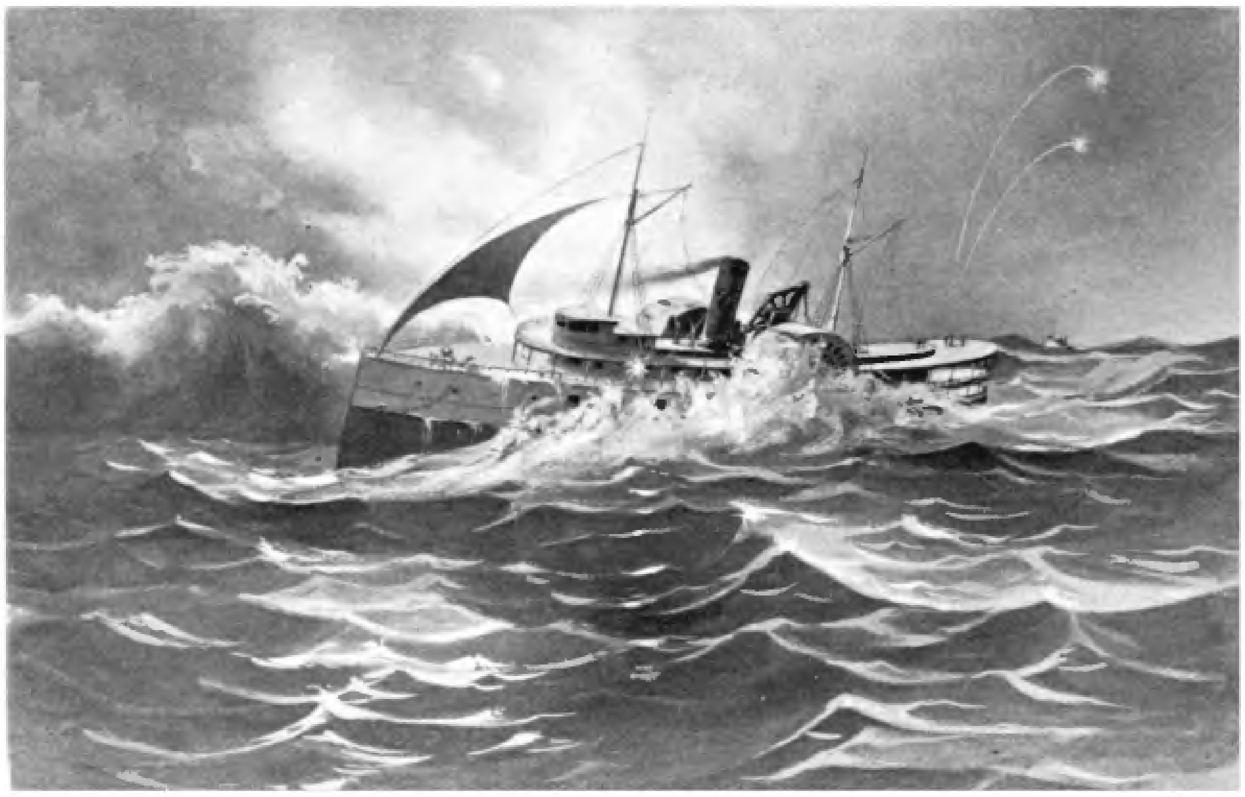
[14] Capt. R. E. Howes was born at Cape Cod, Mass., in 1846, and began sailing on coasting vessels at the age of twelve. He reached San Francisco in 1861 on the ship *Flying Scud*, returning with her to New York by way of Iquiqui and Liverpool. He was subsequently in the West Indian and Mediterranean trade for six years, and also made a trip to Greenland. In 1868 he was master of the bark *Lemuel* and afterward commanded the *Hornet*. He then sailed from New York for Australia and China with the bark *Midas*, which was lost on a coral reef while *en route* from Hongkong to Manila. Going back to New York, he started for Portland as mate of the *Freeman Clark*, leaving her at Astoria to take a similar position on the *Jane A. Falkenberg*. He remained ashore at Portland for a year and in 1879 joined the *Mary Taylor* on the bar, going from her to the pilot schooner *J. C. Cousins*. He was next appointed pilot on the steamship *Mississippi*, serving with her until she burned, then joining the steamship *Oregon*, where he acted as Columbia bar pilot for nearly ten years. When bar pilots were no longer employed on the San Francisco steamers, Captain Howes was placed in charge of the tug *Donald*, which he operated on the bar until she was replaced by the new tug *Wallowa*, of which he then took command and has since handled. With the exception of his terrible experience with the *Alaskan*, Captain Howes has always been fortunate with his charges, and at various times while working on the bar has taken steamers from the Columbia River to Puget Sound.

[15] Walter Swain was born in Nantucket in 1855. He reached the Pacific Coast as assistant engineer on the steamship *Walla Walla* in 1881, remaining on her for a short time and then going to the *Oregon*. He was afterward chief on the *Mogul*, *Holyoke* and other tugboats, and first assistant on the *T. J. Potter*, leaving her to go to the *Alaskan*, with which he went to his death. Prior to his arrival on the Pacific Coast he was engaged as assistant engineer on Atlantic Coast steamships between Boston, Savannah and Charleston.

J. N. O. Brown, quartermasters; Thomas Gilligan, Patrick Manny, Patrick Conner, P. E. Wheeland, John Carrington and M. Kelleher, firemen; J. Ahern, William Collins, Henry Mahon, Edward Sharpless, G. H. Ross, Patrick Sullivan, John Welch and Charles Albert, coal-passers; William Johnson, porter; E. Ward, pantryman; Emil Wenzle and James Keweley, cooks; J. Monaghan, waiter; Fred Norman, baker; B. Bernhardt and E. A. Carlson, mess boys; Walfred Johnson, Andy Venson, R. Jewell, W. Denny, J. Roscoe, W. Norris and Theodore Froid, seaman; and three stowaways, names unknown. The steamer carried neither freight nor passengers, and only enough coal for the voyage. The story of the terrible disaster is briefly told in the following extracts from the log kept by Captain Howes, which with the crew list was secured by the captain before the steamer went down:

"Steamer *Alaskan* left Portland, Friday, May 10th, at midnight, arriving at Astoria, Saturday, May 11th, at 8:00 A. M. Left the Oregon Railway & Navigation Company dock at 11:30 A. M., crossed out over the bar, which was very smooth, wind light from the westward. Took our departure from the whistling buoy at 1:00 P. M., set the patent log, everything working well, ship making nine miles an hour, and shaped our course south by east. At 11:00 P. M. Foulweather light bore east northeast, fourteen miles distant, wind light south southeast, passing rain showers, barometer 29.85, steady. Sunday, May 12th: Longitude by observation 43° 5′, eighteen miles off shore; wind increasing, sea getting rough, ship laboring heavily and commencing to make water; slowed the ship down dead slow. At 3:00 P. M. set main trysail to keep ship's head to wind and sea. At 4:00 P. M. port guard began to break up, and after-house began to work so that water came in freely; tried to stop the leaks with bedding. At 6:00 P. M. port guard went, just forward of the wheel, carrying away the covering board and bursting one of the upper plates. Up to this time had kept the ship free; pumps reported as doing well, and by stuffing the rents with blankets we had great hopes of saving the ship if it moderated at all, but it did not, wind and sea increased, and the ship's upper works gradually went to pieces, water pouring in on all sides, pumps working to their fullest capacity but water increasing rapidly. Put the ship before wind and sea at 11:00 P. M. and made preparations to save life. Launched all four boats successfully, but one got stove in before we could get any one in her. The fires were out before we undertook to launch the boats, and, before the last boat was launched, the ship had stopped turning her wheel; all hands obeying orders and doing well. The boats were astern, and the men were ordered to put on life preservers and go on a line to them, but were afraid to go, preferring to stay by the ship rather than take the chances of being picked up by the boats. At 1:00 o'clock Monday morning saw a vessel's lights to the northward, sent up rockets and burned torches, and at 2:15 the ship went down stern first and broke in two, the captain, engineer and about ten others on board."



LAST HOURS OF STEAMER "ALASKAN," FROM A DRAWING

The condensed language of the above log, while eloquent by its brevity, gives but a faint idea of the terrible scenes during the last hours of the fine vessel. Al Rahles, the veteran steward, bowed down by weight of years, was begged to leave the wreck and take his chances of reaching a boat, Captain Howes sending him aft for that purpose with two seamen; but when the last boat had left the ship, and Howes and those remaining with him were awaiting the inevitable, the old man came back to the pilot-house, and, when remonstrated with for not going, pointed to the terrific seas curling over them and said: "It's no use, captain; I am too old, and could not make it. I will have to go down with the ship." Swain, chief engineer, Weeks, second officer, and W. Denny, a seaman, also refused to go in the boat, which was cut loose at 1:00 A. M. Weeks was last seen a few minutes before the steamer went down. He left the bridge, where he had been talking with Captain Howes, to go below, and before he could reach the deck again the *Alaskan* had gone to the bottom. When Captain Howes found his steamer sinking beneath him he leaped as far as possible to one side in order to keep clear of the suction, and when he came to the surface she had disappeared. He succeeded in reaching a portion of the deck, and, after floating for about an hour, saw Chief Engineer Swain on another piece a short distance away. They managed by paddling to bring their rafts together, and Swain got on that of Captain Howes, where they both remained a short time, and then the pilot-house floated by with three men on it. Swain wished to go to it, and, although Howes tried to persuade him to stay where he was, he took a couple of planks and attempted to paddle in its direction. He was very much exhausted and discouraged, and after starting made but little effort to reach his destination. Those on the pilot-house saw him drift by fully one hundred yards away and shouted to him, but he did not answer and soon disappeared from their view and was not sighted again. The tug *Vigilant*, Capt. Edward McCoy,[16] with a Bowers dredge in tow from San Diego for Tacoma, encountered the same storm which sent the *Alaskan* to the bottom, and was not very far from her when she went down, but was seriously inconvenienced by her heavy tow, which she dared not let go, as it had five men on board. As rapidly as possible she moved toward the scene of the wreck, and Monday evening picked up the three men on the pilot-house and another from a life-raft, which also bore the body of John Welch, a coal-passer. The next morning First Officer Wood's boat was sighted from the masthead of the *Vigilant*, and in steering for it Captain Howes was picked up after floating for thirty-three hours on a piece of deck hardly large enough to carry him. He had been compelled to remain on his hands and knees for twelve hours before he was picked up, to prevent being washed overboard, and this position, with seas breaking over him and neither food nor water, had left him almost unconscious. Quartermaster Shielderup's leg had been caught in the wheel and nearly severed before leaving the ship, and he had suffered so from loss of blood that he died a few hours after he was rescued by the *Vigilant*. His remains and those of John Welch, found on the raft, were given sea burial from the tug. The survivors saved by the *Vigilant* were taken to the mouth of the Columbia and there transferred to the steamship *Columbia*, which took them to Portland. The second boat, containing E. A. Carlson, H. Johnson, J. Murray and Edward Barnes, seamen; M. Kelleher, James McKinley, Edward Sharpless and G. H. Ross, coal-passers; M. McLean, oiler, and Emil Wenzle, cook, came ashore at Siuslaw, but nothing was ever heard of the other members of the crew. While the *Alaskan* was not intended for an ocean steamer she was supposed to be a stanch vessel, and her navigating officers, Howes, Wood and Weeks, were of more than ordinary skill and experience, so that the only cause for the lamentable disaster was the fearful storm, against which no human skill could contend.

The tug *Fearless*, Capt. James Hill, was wrecked on North Spit, at the mouth of the Umpqua River, November 20th, while *en route* from Astoria to Coos Bay, and not a soul was left to give the details of her fate. At 3:00 P. M. the day of the accident she was seen off Upper Ten Mile, steaming slowly down the coast just outside the line of breakers, which were running very high, and at 6:00 o'clock her whistle was heard off the mouth of the Umpqua. At 6:45 she gave three sharp blasts in rapid succession, and nothing more was seen or heard of her until the broken pilot-house, a small boat, the stern and one side of the hull, and numerous other pieces of wreckage, floated up the Umpqua River on the incoming tide. The *Fearless* was old and tender, and the supposition is that she sprang a leak and was attempting to enter the river in order to save the lives of those on board. This theory is substantiated by the fact that she was off the mouth of the Umpqua for over an hour before the accident happened, and the captain had no other reason for entering the river at that time, while he was but a few miles from his destination. Captain Hill, who was in charge, had been master of the tug at intervals for fifteen years and was thoroughly conversant with the dangers attendant on entering the Umpqua when the tide was ebbing. His action can only be accounted for as a last resort. With him on the tug were Walter Keating, engineer; Henry Grove, fireman; two deckhands; a Chinese cook; and George Marshall, proprietor of the Empire City Cannery. The latter was found on the beach, with a life preserver on, several feet from the tide line, showing that he had reached shore alive but perished from exposure before he was discovered.

WRECK OF STEAMSHIP "ANCON"

The pioneer steamship *Ancon* came to an untimely end in the harbor at Loring, Alaska, August 28th. She was in charge of D. Wallace, captain, Robert Hackley, chief engineer, H. H. Lloyd, pilot, and was on the down trip. When backing out from the wharf at three o'clock in the morning, she started to swing round on her stern line, which was made fast to prevent her from drifting on the reef. An excited Chinaman on the dock cast off this line before the steamer brought up on it, and the strong tide set her over on the rocks before she could be controlled. She drifted broadside on, punching a hole in her bottom, and, as the tide receded, the great weight of her cargo broke her back, and she became a total loss. The *Ancon* was an early-day coal hulk at Panama and was brought to San Francisco in 1873 and rebuilt as a sidewheel steamship. She was two hundred and sixty-six feet long, forty-nine feet beam, and seventeen and one-half feet hold. The Pacific Coast Steamship Company, who owned her, valued her at one hundred thousand dollars.

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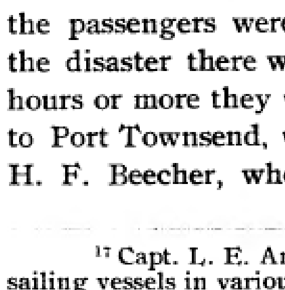
[16] Capt. Edward McCoy was born in Hartford, Conn., in 1854, came to the Pacific Coast in 1879, shipped on the *Dashing Wave*, and made fifteen trips between San Francisco and the Sound with her and other sailing vessels. In 1882 he entered the employ of Spreckels' Towboat Company, running as mate for three years and then commanding, first the *Alert* and *Vigilant*, and for the past six years the *Relief*, with which he has accomplished some of the longest tows ever made on the Pacific Coast, taking the Bowers dredge from San Diego to Tacoma, and the schooner *Dora Bluhn* from Mazatlan to San Francisco, a distance of 1,200 miles and 1,400 miles respectively. He also towed the schooner *Pioneer* 1,200 miles from Cape St. Lucas to San Francisco, making the round trip of 2,400 miles without coaling after leaving the Bay City.

Another pioneer steamship, the *Idaho*, was wrecked on Rosedale Reef near Race Rocks lighthouse in the Straits of Fuca, November 29th. The *Idaho* left Port Townsend early in the morning during a dense fog. Before reaching Race Rocks lighthouse, the foghorn was heard at regular intervals, but after that was silent for a long time. When it was again heard Captain Angerstein[17] ordered a full stop, but the command came too late, and in another instant the steamer struck the rocks amidship. She carried as cargo 800 barrels of lime, 150 of fish oil, 370 of salmon, 65 bales of hops and 200 tons of coal. She commenced leaking as soon as she struck, and the water, coming in contact with the lime, caused a fire, which drove the crew from their quarters between decks. Holes were bored, and a sufficient quantity of water was let in to drown the flames. The weather was calm, and there was but little swell, but the *Idaho* had begun to feel her age and could not be released from the rocks. She remained there until December 20th, when she became dislodged and floated off, and while adrift was picked up by the tug *Alert*, which proved too small to handle her, although the captain refused a liberal offer to turn her over to the steamship *Umatilla*. The tug *Discovery* met her the same day, but the machinery had apparently disappeared. It was afterward discovered that her engines had become attached to the heavy chain which still remained fast in the hull, and this drag accounted for the difficulty in towing her. After the steamer left Race Rocks she drifted back to the American side, and was finally picked up by the tug *Mogul* and towed into Port Angeles, where she sank. At the time of the disaster the *Idaho* was under charter to the Oregon Railway & Navigation Company and carried a crew of forty-two men, with L. E. Angerstein, captain; Cheney, first officer; Carr, second officer; and Cookson, chief engineer. No blame was attached to Captain Angerstein, as the masters of several vessels in the vicinity corroborated his testimony that the fog signal was not sounded (see illustration on page 302).

CAPT. L. E. ANGERSTEIN

The hull of the steamer *Wide West*, which had been for many years the pride of the Columbia, was fitted out in 1889 with a small engine and propeller by the Puget Sound Steam Lighter & Transportation Company, and while on her way to her new field of labor came to an ignoble end on Destruction Island. She left Astoria December 25th, without the knowledge of the inspectors, in command of Frederick Sparling, a Seattle youngster with a limited knowledge of steam navigation, and encountered a heavy sea and wind soon after crossing the bar. Her huge bulk, which gave full sweep to the gale, rendered her unmanageable. A squall carried away the spanker and boom, and at 2:30 A. M. the propeller was lost. She then drifted in a helpless condition until 4:00 A. M., when she struck on Destruction Island, the seas lifting her over so far that the crew reached shore with but little difficulty. On reaching the mainland the shipwrecked crew made their way on foot over the mountains to Pysht River, where they took the steamer *Evangel* for Port Townsend. Captain Sparling had with him on this venture R. Golding, chief engineer; William Walter, mate; George Campbell, Charles Nortius, Henry Hansen, Frank Wilson, William W. Eise and a Chinese cook. He was also accompanied by his brother, Dr. G. H. Sparling. The first, last and only trip of the *Wide West* after being refitted was the beginning and end of Captain Sparling's steamboat experience in the Northwest.


CAPT. DAVID H. HILL

The *J. B. Libby*, one of the pioneer steamers of Puget Sound, burned to the water's edge on November 10th. She was *en route* from Roche Harbor to Port Townsend with 500 barrels of lime and other freight, and when about ten miles off Whidby Island, between Smith's and San Juan islands in the Straits of Fuca, encountered a stiff breeze, and, getting caught in the trough of the sea, lost her rudder. Capt. Frank White tried to run her ashore, but fire was soon discovered by the engineer in the forward port hold, where lime was stored, and the passengers were forced to take to the lifeboats and the captain and crew to the rafts. At the time of the disaster there were seven passengers aboard and an equal number in the crew. After drifting about for two hours or more they were picked up by the steam schooner *Jeanie*, Captain Humphrey, for Nanaimo, and taken to Port Townsend, where the *Jeanie* also towed the burned hull of the steamer. The *J. B. Libby* was owned by H. F. Beecher, who had bought her in April, 1889, for $12,000. In 1890 the wreck was sold at auction to

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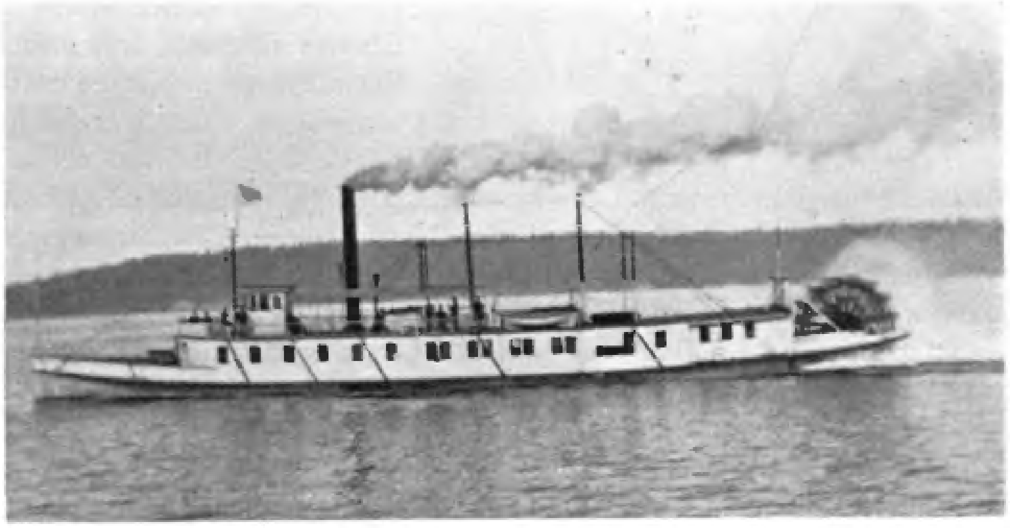
[17] Capt. L. E. Angerstein was born in Germany in 1849 and has had over a quarter of a century's experience on steam and sailing vessels in various parts of the world. His career in the Northwest commenced in the employ of the Oregon Steamship Company under Captain Connor on the *George W. Elder*. After leaving her he was for many years first officer on the steamship *Columbia* with Captain Bolles, and during the temporary absence of the latter was given command of the vessel. When the Oregon Railway & Navigation Company placed the *Idaho* on the Columbia River and Puget Sound route, Captain Angerstein was given charge and remained with her until her final trip. He next took command of the steamship *Wilmington*, but, not liking the vessel, resigned after making a few trips and engaged in other pursuits in Portland.

Fred R. Strong of Portland, but no attempt was ever made to rebuild her. The steamer *Dispatch*, constructed at Port Madison by Captain Hornbeck in 1876, burned to the water's edge at Seattle at 2:00 A. M., May 22d. She belonged to Captain Morgan of Port Townsend, and at the time of the fire was in charge of Capt. David Hill and Engineer Frank Dye. The hull was afterward sold to E. E. Caine, who refitted it and placed the craft in service. The schooner *General Harney*, after numerous wrecks in the past thirty years, in 1889 encountered one which proved fatal. She was *en route* from Dungeness to Whatcom, in command of Capt. W. G. Clarke of Seattle, and, while speeding before a gale in the darkness, stranded on Goose Island in the San Juan passage and became a total loss. The American bark *Lizzie Williams*, Captain Cushman, was wrecked at Tugidak Island, sixty-five miles from Karluk, Alaska, April 22d. She was owned by the Karluk Packing Company and had a cannery outfit and seventy-five Chinamen aboard. The latter reached shore in safety, and a portion of the cargo was recovered.

The British ship *Port Gordon*, from Androssan for Tacoma, was wrecked near Destruction Island during a heavy fog at 3:00 A. M., February 27th. The vessel stranded at high water, and, as she was a fine new ship, did not go to pieces for some time. Two of the crew were drowned and two died from exposure. Those lost were Matthew Campbell, Valentine, Lackey and Gassey. The American bark *Emerald*, which had been in the Puget Mill service for eighteen years, burned at the wharf at Port Gamble at 1:00 A. M., May 26, 1889, while partly loaded with lumber. The *Emerald* was built in New York in 1855, and was of 1,134 tons register. Her last master was Capt. A. Ford. The ship *Flying Venus*, from Port Ludlow with a cargo of lumber for Hobson's Bay, Australia, was wrecked on Perhyn Island in November and became a total loss. The crew were saved. The tug *Bee*, Captain Reed, owned by Capt. A. P. Spaulding,[18] burned at Seattle, June 2d. She was constructed at Eagle Harbor in 1883 and was engaged on Lake Washington for three years. The steamer *Neptune* was destroyed by fire while in the drydock for repairs at Seattle, June 6th. The steamer *North Bay*, Capt. John Gill, burned in North Bay, March 5, 1889. The steamer *Alliance* was sunk by the *Danube* near Postoffice Bar on the Willamette, April 25th. The disaster was caused by a misunderstanding of signals when four steamers were bunched at that point. The *Alliance* was afterward hauled out and repaired.

A disastrous collision occurred on the Columbia River near Kalama at 1:00 A. M., December 28th. The steamship *Oregon*, in charge of Capt. George Pease, the river pilot, struck the British ship *Clan Mackenzie*, lying at anchor in the channel. The ship was on her way up the river in tow of the *Ocklahama*, which had dropped her a short time before for the purpose of wooding up. The *Oregon* was moving at pretty good speed and was heavily laden. She struck the *Clan Mackenzie* between the stem and the cathead on the port bow, cutting her down to the keel and sending her prow into the ship nearly thirty feet. It was reported that two of the ship's crew were killed by the collision, but no trace of their bodies was found, and their shipmates were of the opinion that they took advantage of the opportunity and deserted. The *Clan Mackenzie* was raised January 27, 1890, by T. P. H. Whitelaw of San Francisco and towed to Portland, where she was repaired, loaded grain and sailed for Liverpool, June 2d.



STEAMER "GREYHOUND"

Among the deaths in 1889 were Capt. S. D. Libby at Seattle, March 17th, aged sixty-two; Robert Dunsmuir, the Vancouver Island coal king, at Victoria, April 13th, aged sixty-four; Isaac Buchanan at Astoria, July 29th; and Capt. C. L. Dingley, who was interested in the ship *Ericcson* and other coasters, at San Francisco, November 5th, aged sixty.

The year 1890 brought about a radical change in steamboating on Puget Sound, and fully a million dollars' worth of steamers were added to the fleet on the inland sea. By far the most important of these were the magnificent steamers *City of Kingston* and *City of Seattle*, placed on the Sound routes by the Puget Sound & Alaska Steamship Company. The *City of Kingston* was built at Wilmington, Del., in 1884, for the Hudson River trade. She was bought in 1889 by Capt. D. B. Jackson, and her performances since have demonstrated the wisdom of the purchaser, for a more economical steamer, size and speed considered, has not yet appeared on the Sound. The *Kingston* is two hundred and forty-six feet long, thirty-three feet five inches beam, and twelve feet hold, net tonnage 816. She has three decks and is elegantly fitted up with stateroom accommodations for over three hundred passengers. She was brought from the East by Melville Nichols,[19] captain; W. A. Coffin, first officer; William Andtsjer, second officer; W. J. Green, chief engineer; C. H. Wolford, first assistant; Harry R. Dann, second assistant; W. C. Hogan, steward; Nicholas Van Patton and James Martin, quartermasters. Her actual running time from New York to Port Townsend was sixty-one days, and on her way out she stopped two days at the Barbadoes and four at Rio Janeiro, where she coaled. She came through the Straits of Magellan, and on reaching Valparaiso laid up for a week for repairs to her machinery. Her fastest day's work on the voyage was after leaving Valparaiso, when she logged 327 miles in twenty-four hours. The *Kingston* reached Port Townsend, February 17th, and commenced running March 15th in charge of George Roberts, captain, G. H. Lent, chief engineer, Edward Clements,[20] pilot, John Brandow, first officer, G. H. Thorndyke,[21] purser, nearly all of whom have remained in continuous service on the steamer since her arrival. Captain Roberts resigned early in 1895, and was succeeded by Captain Clements, with John Brandow, pilot; James Burns, first officer; Patterson, second officer. The *Kingston's* sister ship, the *City of Seattle*, built at Philadelphia under orders from D. B. Jackson, was completed in May, 1890, at a cost of $225,000. Capt. Melville Nichols, who had made such a successful voyage with the *Kingston*, returned East and brought the new steamer to Seattle. With him were Robert Turner, chief engineer; Charles E. Ames, first officer; and F. A. Woodman, second officer. Since her advent on the coast Captain Nichols and Engineer Turner have been in charge, except at intervals when she has been handled by Captains Edward Clements and George Roberts. The *City of Seattle* is two hundred and forty-four feet six inches long, forty feet beam, and fifteen feet hold, net tonnage 912.

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[18] Capt. A. P. Spaulding, manager of the Seattle Tug & Barge Company, was born in Maine in December, 1839, and began his marine career in 1865 as a cabin boy on the schooner *H. M. Jenkins*. In 1856 he shipped as an able seaman on the bark *Peri* in the West India trade, where after three years he became mate of the ship *St. John*, sailing to Havre. In 1861 he entered the navy and was connected with the *Kensington* of the Western Gulf Squadron, the dispatch boat *Velocity*, and the flagship *Hartford*. Resigning from the service in 1863, he re-enlisted with the land forces, serving under Generals Terry, Butler and Grant. In 1864 he returned to his home, and shortly afterward made a voyage to Europe, after which he went as mate of the ship *Herald of the Morning* to San Francisco, where he took command of the schooner *Ocean Wave*, resigning after several trips to go as mate of the bark *Scotland*. He left the bark on Puget Sound and remained at Port Orchard until 1868, when he went East, and in 1869 sailed for Liverpool as master of the brig *B. F. Nash*. He followed the sea for another decade, when he entered the employ of the Oregon Improvement Company at Seattle, remaining with them until 1885, when he purchased the steamer *Bee*, on Lake Washington, running her there until 1887, when he took her around to Elliot Bay. The *Bee* was burned in June, 1889, but the machinery was saved and placed in another hull. He afterward built the steamers *Wasp* and *Hornet*, with which he is now conducting a general towing and jobbing business.

CAPT. MELVILLE NICHOLS

The Seattle Steam Navigation & Transportation Company was incorporated at Seattle, May 31st, with a capital stock of $500,000, by John Leary, Jacob Furth, Edward Newfleder, W. R. Ballard and H. G. Struve, and constructed the finest sternwheeler on Puget Sound, the *Bailey Gatzert*, launched at Salmon Bay, November 22d, from the shipyard of John J. Holland. She is one hundred and seventy-seven feet three inches long, thirty-two feet three inches beam, and eight feet hold, with poppet-valve engines twenty-two by eighty-four inches. She made but a few trips under her original management and early in 1891 was purchased by the Columbia River & Puget Sound Transportation Company, who operated her on the Seattle and Olympia route. She remained on the Sound until 1892 and was then taken to the Columbia River, where she engaged in the excursion trade until 1895, when she was extensively overhauled and placed on the Astoria route. Captains Harry Struve, Carter, Jordison and others handled her on the Sound, and Captains Scott, Frank B. Turner, Thomas Crang and W. E. Larkins were her masters on the Columbia. Another remarkably fast sternwheeler appeared on the inland sea before the *Gatzert* was completed. The newcomer, appropriately named the *Greyhound*, was built at Portland by Capt. Claud Troup and taken round to the Sound in September by Captain Lewis. The *Greyhound* is one hundred and thirty-nine feet three inches long, but eighteen feet five inches beam, and six feet four inches hold, with engines fourteen and one-half by seventy-two inches. She was built almost exclusively for the passenger traffic and showed remarkable speed. On reaching her destination she indulged in some lively races, beating all the crack boats on the Tacoma and Seattle route. She was sold by Troup in November, 1891, to the Seattle & Tacoma Navigation Company, of which he was president, and has since been operated on the Everett and Seattle route, making three round trips a day. Captain Troup has handled the boat himself most of the time, and she has also been run by Captains Parker, Barrington and others. Charles Burt has been chief engineer for the past few years.

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[19] Capt. Melville Nichols was born at Searsport, Me., in 1858, and began his seafaring life at the age of seventeen, sailing in the deep-water trade to all parts of the world until 1886, when he went to Puget Sound. His first work there was on the steamer *City of Quincy*, and he was afterward master of the *W. K. Merwin* and other vessels operated by the Washington Steamboat Company. When Capt. D. B. Jackson purchased the *City of Kingston*, Captain Nichols was selected to bring her from the East, and was so successful in this undertaking that he was chosen to bring out the new steamer *City of Seattle*, of which he has been in command since her arrival. All of his steamboating in the Northwest has been with the Washington Steamboat Company and its successor, the Puget Sound & Alaska Steamship Company, and he has never had an accident while in charge of their steamers.

[20] Capt. Edward Clements was born in Maine in 1862 and arrived on the Pacific Coast in 1876 on the American ship *Reindeer* from Boston by way of Japan. His first work on the Sound was as a cabin boy on the *Goliah* in 1877. He then went to the tug *Favorite* with Capt. William Gove and afterward to the *Blakely*, where he ran as mate. The *St. Patrick* was his first command, and he left her to take charge of the *Goliah*, remaining on that venerable craft but a short time, then going to the *Biz* and *Politkofsky*. On leaving the latter steamer he joined the *Zephyr*, going from her to the tug *Katie*. He then went to the Sandwich Islands, where he remained for two years. On his return he entered the employ of the Puget Sound & Alaska Steamship Company, remaining with them and their successors since that time. He has been master of their steamers *City of Seattle*, *North Pacific* and *Olympian*, was also with Capt. George Roberts as pilot on the *City of Kingston* for about four years, and, when Captain Roberts embarked in his Alaska enterprise, Clements succeeded him in charge. Although still young, Captain Clements has enjoyed a great deal of practical experience, and is regarded as one of the best steamboatmen on the Sound.

[21] G. H. Thorndyke, while still young, has enjoyed more years of continuous service on Puget Sound than any purser now running on that body of water. He inherited a love for the water, his father having been for many years master of sailing vessels, and his uncle was the owner of the well known ship *Alice Thorndyke*, which made several trips between Puget Sound and Australia in the early sixties. His first steamboat experience on the Sound was on the steamer *Zephyr*, which has furnished schooling for a large number of Puget Sound steamboatmen. He was afterward in the employ of the Washington Steamboat Company, subsequently going to the Puget Sound & Alaska Steamship Company, in whose service he has remained for the past five years, most of the time on the steamer *City of Kingston*.

The steamer *Garland*, launched at Port Townsend for Hastings & Horn, was a well built propeller seventy-seven feet seven inches long, seventeen feet six inches beam, and six feet seven inches hold, and was originally intended for towing and freighting. She has recently been lengthened thirty feet, fitted up with handsome passenger accommodations, and has run on the Victoria route. Capt. Charles Kraft built the fine twin-screw propeller *Mary Kraft* for the Lake Washington traffic. The steamer cost $13,000, but, after a successful career of a year, burned to the water's edge in September, 1891. The steamer *City of Latona*, length sixty feet, beam twelve feet, was built for the Lake Union trade. She is at present owned by M. E. Kunkler. Another addition to the lake fleet was the *C. C. Calkins*, a handsome propeller seventy-eight feet four inches long, sixteen feet three inches beam, and five feet five inches hold. The *Calkins* was one of the best steamers built on the lake but has never been steadily employed. She was built at Houghton, as also was the steamer *Katherine*, length forty-four feet three inches, beam eleven feet two inches, and depth of hold three feet seven inches. The latter vessel at present belongs to J. C. O'Connor. The *Duck Hunter* was completed at Utsalady in 1884 and taken to the lake, where she is at present owned by W. J. Costell. She is thirty-four feet long, nine feet eight inches beam, and two feet nine inches hold. The *Latona* was built by Capt. W. H. Clough.

Eagle Harbor was quite prominent as a steamboat building center in 1890. The tug *Wasp* was launched there in February and the *Hornet* in June for Capt. A. P. Spaulding of Seattle. The former was fifty feet nine inches long, fourteen feet beam, and five feet two inches hold, while the *Hornet* was thirty-six feet six inches long, twelve feet two inches beam, and four feet three inches hold. The *Rescue*, *Eagle* and *Alta* were also constructed at that point. The latter is thirty-seven feet long, ten feet five inches beam, and three feet nine inches hold, and is still running between Seattle and Eagle Harbor, commanded by her owner, J. W. Russell. The *J. R. McDonald*, a large steam freighter, was set afloat at Lake's yard on Salmon Bay, March 13th, for the Pennington Navigation Company. Capt. George W. McGregor[22] was first in command, and the steamer proved a profitable vessel of her class. She burned at Prevost Island in 1893, and was afterward rebuilt and put under the British flag at Victoria. Other steamers constructed at Seattle were the *Abe Perkins*, a thirty-two-foot propeller, owned by R. W. Riddle, the *Buckeye*, length sixty feet, beam fourteen feet seven inches, and depth of hold six feet nine inches, and the *Challenge*. The sternwheeler *Annie M. Pence*, length eighty-nine feet, beam eighteen feet eight inches, depth of hold six feet one inch, was completed at Lummi and has since been engaged on a number of Sound routes, most of the time in command of Capt. Peter Falk,[23] one of her owners. She was destroyed by fire in June, 1895. The steamer *Occident*, length seventy feet, beam fifteen feet six inches, depth of hold six feet four inches, was built at Ballard, and is at present owned by F. O. Woodward. The steamers *Nettie B.* and *Villa* were launched at Port Townsend, the *Antelope* at Oak Harbor, the *Amanda* at Vashon Island, the *Nellie McCreary* at Union City, the *Doctor* at Olympia, the *Edith E.* at Seattle, the *Lizzie A.* at Henderson Bay, and the steam launches *Klanack*, *Papoose*, *La Paloma*, *Swan*, *Jeannette* and *Aquilla* were brought in from outside districts. The latter was built for W. H. Hearst of San Francisco and in her time was one of the fastest afloat. The *Snoqualmie*, the first and only fireboat in the Northwest, was launched at Seattle. She is seventy-nine feet seven inches long, twenty-two feet nine inches beam, and nine feet three inches hold, is built on fine lines with considerable power, and equipped with immense pumps, which on more than one occasion

CAPT. EDWARD CLEMENTS

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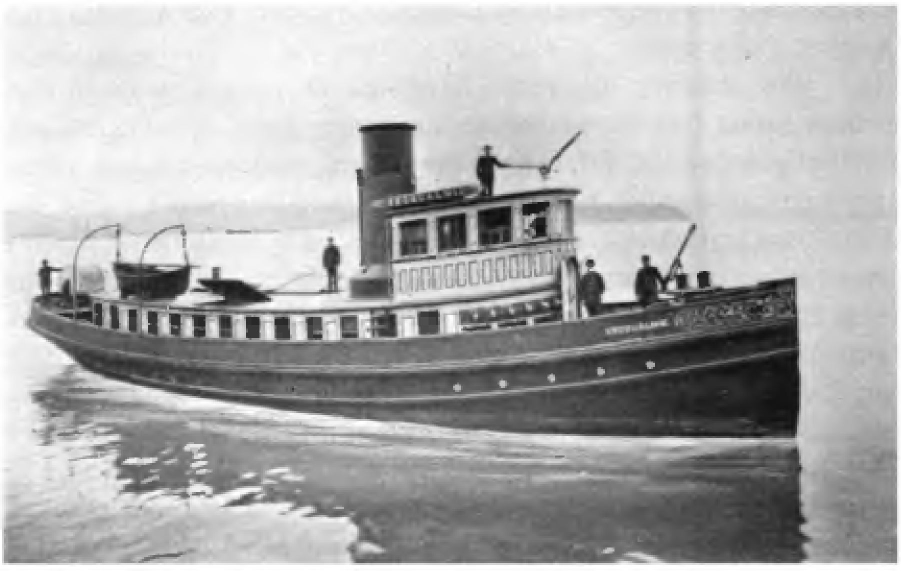
[22] Capt. George W. McGregor of Seattle, Wash., owner of the steamer *Utopia*, was born in Canada in 1837, came to the Sound in 1889, and was first engaged on the steamer *J. R. McDonald*, replacing her with the *Utopia*.

[23] Capt. Peter Falk was born in Sweden in 1858 and when a boy began sailing in the deep-water trade. In 1884 he arrived on Puget Sound, where he was first engaged on the *W. K. Merwin* as a deckhand. He was afterward mate on the steamers *City of Quincy*, *Washington* and *Henry Bailey*, was then master and part owner of the steamer *Fanny Lake*, and subsequently of the schooner *Annie M. Pence*, which he commanded until she was destroyed by fire in 1895.

have demonstrated her value. The steamer has been in active service since completion, most of the time in charge of J. W. McAllep and R. C. Connor,[24] with H. H. Kent,[25] engineer, and D. T. Davis,[26] pilot. The tug *Wanderer* was set afloat at Port Blakely in 1890, is one hundred and twenty-eight feet eight inches long, twenty-three feet eight inches beam, and eleven feet seven inches hold, and is one of the best towboats on the Sound. She is at present commanded by W. E. Bailey, with E. W. Dieckhoff, engineer.

Changes in ownership of Sound steamers in 1890 were the *Angeles*, purchased by the Hastings Transportation Company, the *Fairhaven* by the Pacific Navigation Company, the *Nellie* by Campbell Brothers, the *Phantom* by the Stimson Mill Company, and the *Dispatch* by Meyer & Henspeter. The steam scow *Margie* arrived from Portland in August for Hall & Myrick, and the *T. J. Potter* was brought from the Columbia in September, in charge of Capt. Archie Pease, E. J. Moody and Engineer Tom Smith. The postal reports for 1890 show that the State of Washington had over nine hundred miles of water mail routes, on which steamers traversed three hundred thousand miles a year, a striking change from thirty years before, when "Humboldt Jack" Cosgrove and his sloop and the old *Eliza Anderson* were the only mail carriers in that portion of the Northwest. The steamers *Chehalis*, length seventy-three feet six inches, beam sixteen feet, depth of hold six feet, and *Elma*, were built at Cosmopolis, Gray's Harbor, in 1890, and a small steam launch, the *Romp*, at Hoquiam.



SEATTLE FIREBOAT "SNOQUALMIE"

The Burrard's Inlet Towing Company, which was originally composed of Alfred N. C. King, Hugh Stalker, John Morton and Donald McPhaiden,[27] in 1890 became the Union Steamship Company of British Columbia. Their fleet at this time consisted of the steamers *Leonora*, *Senator* and *Skidegate*, to which they added the passenger steamers *Cutch* and *Comox* and the freighters *Coquitlam* and *Capilano*. The *Leonora* was a wooden propeller fifty-seven feet long, nine feet beam, and five feet three inches hold, with high-pressure double engines seven and one-half by eight inches. She was constructed at Victoria in 1876 by J. Spratt. The *Senator* was completed at Moodyville in 1881 and is fifty-one feet five inches long, twelve feet beam, and four feet hold, with double engines seven and one-quarter by eight inches. She is used as a passenger ferry between Vancouver and Moodyville. The tug *Skidegate*, seventy-six feet long, twelve feet beam, and five and one-half feet hold, was launched in 1879 and in 1892 was equipped with new compound engines eleven and twenty-two by fourteen inches. The *Cutch*, the first addition to the company's fleet, was built at Hull in 1884. She is a schooner-rigged propeller of 324 tons gross register, one hundred and eighty feet long, twenty-three feet two inches beam, and eleven feet seven inches hold, and is licensed to carry 150 passengers. She is equipped with compound engines twenty-five and forty-eight by thirty inches, and has a nominal speed of twelve miles per hour on a coal consumption of twelve tons in

CAPT. R. C. CONNOR

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[24] Capt. R. C. Connor is a native of Syracuse, N. Y., and his first marine experience was on the United States man-of-war *Ticonderoga*, with which he remained from 1862 to 1865. At the close of the war he was engaged in China and Japan waters for twelve years, during two of which he served as pilot on the Yang-tse River. While in the Asiatic trade he was pilot of the Peninsular & Oriental steamer *Bombay* when she was in collision in the Gulf of Yeddo with the United States sloop-of-war *Oneida*, during which one hundred and twelve lives were lost. He was also wrecked on the British steamer *Dawn* in the China Sea in 1873, and narrowly escaped losing his life at the hands of pirates. Captain Connor's first work in the Northwest was on the steamships *Umatilla* and *Yaquina*, and he was subsequently employed on the *Goliah*, *S. L. Mastick*, and a number of other well known Sound steamers. For the past few years he has commanded the fireboat *Snoqualmie* at Seattle.

[25] H. H. Kent, engineer, was born in Boston in 1852 and began steamboating in the Northwest on the *Lively* in the Geodetic service in 1874. After leaving her he ran on a number of other steamers on Puget Sound, and has recently been chief engineer on the Seattle fireboat *Snoqualmie*.

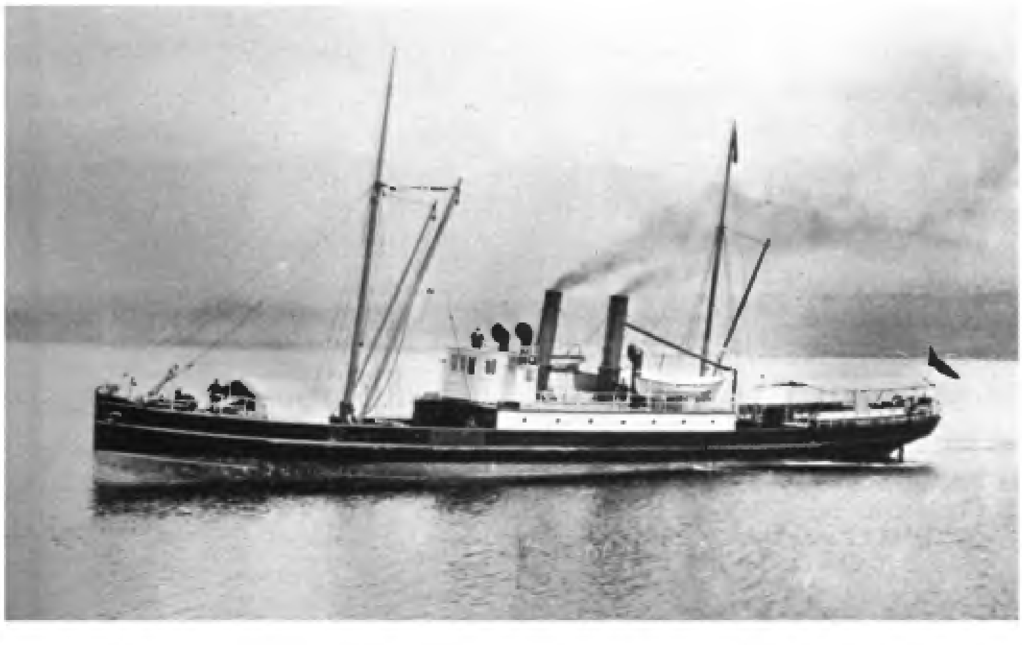
[26] Capt. D. T. Davis is a native of Great Britain and has been steamboating since 1877 on Puget Sound, where his first steamer was the *Fannie Lake*. He was afterward pilot on the steamer *Chehalis* and was engaged as mate, pilot and master for several years in the service of the Oregon Railway & Navigation Company. He has recently been connected with the fireboat *Snoqualmie* at Seattle.

[27] Capt. Donald McPhaiden of Vancouver, B. C., was born in Scotland in 1827 and has had forty years of experience as a mariner, twenty-five of which were spent sailing out of Melbourne. He reached the Pacific Coast in 1884 and soon afterward was interested in the steamers *Senator*, *Leonora* and *Skidegate*, subsequently joining forces with the Union Steamship Company.

twenty-four hours. She was bought from Fazalbhai Joomabhoy, administrator of an estate in Bombay, whence Capt. William Webster brought her by way of the Indian Ocean to Singapore, thence across the China Sea to Japan, and from there to Vancouver, where she has since been engaged on the route between the terminal city and Nanaimo. Captain Webster was first manager of the company and was succeeded by W. F. Topping and he in turn by Henry Darling,[28] who at present is in charge of its affairs. The three other steamers of the company were brought from Glasgow in sections and put together at Vancouver by Darling.

HENRY DARLING

Victoria's steam fleet received several important additions, among them the *Mystery*, constructed for Earle & Spencer at a cost of twenty thousand dollars. The steamer is still in existence and has recently been commanded by Capt. William Beynon. The *Chieftain*, Captain Harnult, was launched May 8th for Cunningham & Son,[29] the Skeena River cannerymen. She was a handsome little propeller eighty-five feet long, sixteen feet beam, and eight feet six inches hold. The propeller *Thistle* made her trial trip September 28th in charge of Captain Manson, is still in active service, and has recently been handled by Capt. Wallace Langley[30] in the halibut fishing trade. The propeller *Standard* was built at Victoria for general jobbing, afterward passed into the hands of Capt. John Irving and R. P. Rithet, and foundered off Cape Mudge in 1893. The tug *Earle*, length eighty feet, beam sixteen feet, and depth of hold seven feet six inches, was set afloat at Vancouver. The steamers *Vancouver* and the wrecker *Mascotte* appeared in 1890. The sternwheeler *Bon Accord*, eighty feet long, fourteen feet beam, and four feet six inches hold, was completed for the Fraser by D. G. Munn & Co. The *Penticton*, a small steamer, was built on Okanagan Lake, August 30th, and commanded by Capt. T. D. Short. The steamer *Constance*, seventy-six feet long, thirteen feet beam, and six feet hold, was launched January 7th by R. Colvin for Ewen & Co. of New Westminster and was commanded by Captain Odin. The attractions of Shawnigan Lake as a summer resort were enhanced in 1890 by the advent of the steam launch *Enterprise*. The big tug *Alexander*, constructed on the Skeena in 1876, was this year sold to T. P. H. Whitelaw of San Francisco, who converted her into a whaler. The Canadian Pacific Navigation Company acquired the steamers *Amelia* and *Rainbow*, relics of their latest opposition. The *Otter*, after nearly forty years of usefulness, was burned at Victoria in June to obtain her copper, and the *Wilson G. Hunt* was broken up about the same time by Cohen & Co. of San Francisco, who



STEAMER "CUTCH"

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[28] Henry Darling of Vancouver, B. C., manager of the Union Steamship Company, was born in New Zealand in 1863. He served an apprenticeship at the works of J. & H. Gwynnes, London, England, for five and one-half years, after which he entered the service of the British India Steam Navigation Company, with whom he remained for six years, working up to the position of second engineer. He then joined the British Burmese Steamship Company for a year in the same capacity, leaving that employ for a position as assistant superintendent of the Union Steamship Company of New Zealand, of which his father, John Darling, was director and general superintendent. Early in 1891 Henry Darling became connected with the Union Steamship Company, of which he is now secretary and treasurer. Mr. Darling is well fitted from his practical experience for the position in which he is engaged. The organization of the company was a leading factor tending toward the progress of Vancouver, and the various routes traversed by their steamers have developed remarkably in the last few years.

[29] R. G. Cunningham of Port Essington, B. C., was born on the Naas River, B. C., in 1865, and for the past twelve years has been associated with his father in marine and cannery enterprises. In 1883 they built the schooner *Skeena* for trading purposes, in 1888 purchased the steamer *Muriel* for work in connection with their cannery interests, and in 1890 constructed the *Chieftain*, one of the neatest little steamers in British Columbia waters. Her cabin and upper works were designed by the younger Mr. Cunningham, who, while he has never applied for a license, has a thoroughly practical knowledge of the operation of a steamboat, and has had charge of this branch of the firm's business since 1883.

[30] Capt. Wallace Langley was born in Nova Scotia in 1866 and has been engaged in the marine business for sixteen years. His first work in British Columbia was on the steamer *Daisy* in 1888, and he was subsequently in the employ of the Canadian Pacific Navigation Company as mate and pilot on their steamers and as master of the *Transfer*. He has recently been in charge of the steamer *Thistle* in the fishing business.

had bought her to secure her iron. The Canadian Pacific Navigation Company's magnificent steamer *Islander* made a few trips on the Alaska route in charge of Captain Irving. She was especially adapted for this trade and would no doubt have proved profitable had not the American customs law compelled her to withdraw from the field. The steamer *Velos* was chartered by Capt. James L. Anderson[31] and placed in the halibut fishing trade, where she was highly successful.

R. G. CUNNINGHAM

A quarter of a century had elapsed since Capt. Leonard White had opened navigation on the upper Columbia with the *Forty-nine*, and this magnificent stretch of water had been neglected for many years, when in 1890 the Columbia & Kootenai Steam Navigation Company was organized, with a capital stock of one hundred thousand dollars, with headquarters at Revelstoke. The incorporators were Hon. J. A. Mara, Commodore John Irving, Robert Sanderson, F. S. Barnard, J. Fred Hume and William Cowen. Their announced intention was to operate passenger, freight and towing steamers on the Columbia and on Kootenai River and Lake. Their first steamer was the *Lytton*, and they afterward secured the *Kootenai* and *Spokane*, which they placed under the British flag, and then built the *Nelson* and *Columbia*, all fine sternwheelers. The *Columbia*, *Lytton* and *Kootenai*, and the freighter *Illicilliwaet*, were used on the Columbia River and Arrow Lakes, between Revelstoke and Little Dalles, and the *Spokane* and *Nelson* on Kootenai Lakes, between Bonner's Ferry, Nelson and Kaslo. For the past three years Capt. J. W. Troup has been superintendent of the company, and, owing to the rapid development of the mining industries of that region, the steamers have enjoyed a very lucrative traffic. The largest and finest of their fleet, the *Columbia*, was destroyed by fire near the boundary line in 1894. Her place was filled in August, 1895, by the *Nakusp*, as perfect a sternwheeler as ever floated. The small propeller *Alton* was brought out from Chicago by William Eaton. She was commanded by her owner and D. C. Long.

The Canadian Pacific Railway Company's new Oriental steamship line enjoyed an immense traffic from its inception, and the Pacific Mail Company suffered accordingly. They made a feeble attempt at retaliation by sending the steamships *City of Peking* and *City of Rio Janeiro* to Victoria, while *en route* to and from the Orient, and finally abandoned the business. The regular liners of the Canadian Pacific were the *Abyssinia*, Captain Lee;[32] *Batavia*, Captain Hill; and *Parthia*, Captain Wallace. The steamers *Danube* and *Mongkut* also made a few trips to China. Captain Hill handled the former until she was purchased by the Canadian Pacific Navigation Company. She was then commanded by Captains Walbran and Meyers, while Captain Hill took the *Batavia*. The steamship *West Indian*, Captain Scott, First Officer L. P. Locke, arrived at Victoria from Liverpool, was subsequently placed in the coasting trade, and acquired considerable notoriety from frequent trouble with the Sailors' Union. She was wrecked in 1892 off Acajutla with a cargo of coffee. The *Wellington*, Captain Salmond, was plying regularly in the Nanaimo coal trade, and the Hawaiian steamers *Costa Rica* and *Montserrat* were also

CAPT. JAMES L. ANDERSON

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[31] Capt. James L. Anderson of Vancouver, B. C., was among the first to take advantage of the halibut fishing grounds in the Northwest. He was born in Nova Scotia in 1841 and began going to sea with his father when but ten years of age, sailing in the *Robert Bruce* of Halifax for seven years. During the following quarter of a century he was commander of eleven different vessels on the Eastern coast, the schooners *Fury*, *Morning Light*, *Pescador*, *Ida Thunlaw*, *Ben Haskell*, *George S. Law*, *Seth Stockbridge*, *J. J. Clark*, *Joseph Storey*, *William H. Jordan* and *Mountain King*, owning all or a part of most of them. During his long career he was cast away three times,—in 1865, in 1884 and in 1886. In 1890 he reached this Coast, chartered the steamer *Velos*, and went on a fishing cruise for halibut. He has made a great many trips since then and in September, 1894, came in with 2,066 of these fish, aggregating 80,000 pounds. During his entire career as master, Captain Anderson has never lost a man, and his ventures have always been financially successful.

[32] Commander George A. Lee of the Royal Mail Steamship *Empress of Japan* was born in Cornwall, England, in 1851, and when a boy entered the marine service as midshipman on the *John R. Worcester*, subsequently serving in the Black Ball line to Australia and India. He was for over eight years first officer on Royal Mail steamships plying between England and Australia and arrived on the Coast on the steamship *Abyssinia*, with which he remained until the *Empress* was completed. He has had splendid success with his elegant command and has encountered no disaster with the exception of a fire which broke out in August, 1892, after leaving Japan. The steamer was immediately put back to Hakodati, and no serious damage resulted. Commander Lee and his officers were rewarded for their prompt action with a present of $2,500, to be divided among them.

engaged in this traffic. The *Montserrat* was commanded by Capt. David Blackburn, and under his charge became quite notorious. She was a remarkably strong iron vessel two hundred and twenty feet long, thirty-one feet beam, and eighteen feet hold, built in England in 1881 for the International Company of Lower California to carry copper ore from Ensenada to the Bay City. After considerable time in this service she was sold to John Rosenfeld and J. L. Howard of San Francisco, and by them chartered to Blackburn, who handled her as a collier. He afterward secured an interest in the steamer and took her on a blackbirding expedition to the Gilbert Islands. After making a few trips between those islands and Mexico with coolies he again placed her in the coal trade, handling her himself. Knowing that she was stanchly built he invariably overloaded her, and in the terrible storm of December, 1894, she went to the bottom somewhere off Cape Flattery, and no trace was ever found of vessel or crew.

CAPT. GEORGE A. LEE, R. N. R.

The steamship *Eastern Oregon* was taken to the Sound in July and placed on the Bellingham Bay route in charge of Captain Green and Chief Engineer Sutton.[33] She remained there until the following year, when she was burned on the gridiron at Olympia. Other steamships in the Northwest in 1890 were the German tramp *Remus*, Captain Simonsen; *Santa Cruz*, Treddle; *Mexico*, Gage; *Michigan*, Graves; *Haytian Republic*, Brown; *George W. Elder*, Lewis and Patterson; *Queen of the Pacific*, Carroll; *City of Topeka*, Wallace; *City of Puebla*, Debney; *Umatilla*, Holmes; steam schooner *Lakme*, Carter; *Wilmington*, *Alice Blanchard*, *Jeanie* and *Sussex*. The latter vessel was the first of Frank Upton's steamship line between the Columbia River and the Orient. The *Santa Rosa*, Captain Gage, made a few trips to Portland in place of the *Oregon*, which with the *State of California* and *Columbia* was running regularly on that route. The *Alice Blanchard*, one hundred and thirty-five feet two inches long, twenty-eight feet two inches beam, and eleven feet nine inches hold, was built at Tacoma in 1890, and was first commanded by Captain Coffin. She was on the sands at Yaquina for three days in 1893, but was towed off comparatively uninjured, and has recently been engaged between Portland and San Francisco in charge of Captain Dunham. The steamers *Michigan* and *Cosmopolis* were running between Puget Sound and the Columbia River under charter to the Oregon Railway & Navigation Company and were tied up August 1st for lack of traffic.

The marine business in the Columbia River district showed no such increase as that on the Sound either in volume or in the number of vessels launched, and none of the steamers built there could compare with the splendid productions appearing on the inland sea. The Oregon City Transportation Company completed the *Altona*, a handsome little sternwheeler one hundred and twenty feet long, twenty-one feet beam, and five feet two inches hold. She made her maiden trip to Oregon City, June 2d, in command of Arthur W. Graham,[34] with Horace Campbell,[35] engineer. She was equipped with twelve by forty-eight inch engines, which gave her very good speed, and her cabins were superior to those of any craft yet operated on that route, where she is still running, and holding her own in spite of the advent of the electric line. Capt. H. B. Parker of Astoria built the steamer *Astorian*, one hundred and forty-two feet long, twenty-six feet beam, and four feet hold, with engines fourteen by forty-two inches, at Portland in 1890. She started on the Astoria

HORACE CAMPBELL

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[33] Samuel Sutton, engineer, was born in Delaware. On arrival on the Coast he was in the employ of the Pacific Mail Steamship Company for about four years. His first work on Puget Sound was on the *Olympian*. He was afterward on a number of the Oregon Railway & Navigation Company's other steamers, and was chief on the *Eastern Oregon* when she burned at Olympia in 1891. When the *Flyer* was sent around to the Sound, Mr. Sutton was placed in charge of her engines, which had been working very unsatisfactorily. He soon succeeded in adjusting them so that they have given the owners neither trouble nor expense since, and is still chief on the steamer.

[34] Capt. Arthur W. Graham was born in Windsor, Nova Scotia, in 1860. He has been connected with the marine business since boyhood, sailing in the Atlantic trade, first as cabin boy, then working his way up to the position of boatswain, third, second and first mate of sailing vessels, and eventually receiving master's papers. On reaching Portland in 1886 he first joined the steamer *Latona*, going from her to the *Ramona*, and has since handled all the steamers owned by the Oregon City Transportation Company.

[35] Horace Campbell, engineer, of Portland, Or., has been engaged on river steamers running out of Portland for fifteen years, and has also worked as a locomotive engineer. He was for many years on steamers running to Lewis and Lake rivers, and while so engaged devoted his spare moments to perfecting improvements in connection with steamboating, receiving a number of patents of considerable value. He designed the machinery for the steamer *Altona* and after placing it in position ran on her as engineer, and in 1892 designed the machinery for the Okanagan Lake steamer *Aberdeen*.

route January 9th, in charge of E. P. Parker, captain, Al Church, pilot, and John Phillips, engineer, and was afterward chartered by the Oregon Railway & Navigation Company and operated on the Cascade route, but was too slow to be much of a success anywhere. The sternwheel steamer *Mascotte*, length one hundred and thirty-two feet, beam twenty-four feet, and depth of hold five feet five inches, with engines fifteen by sixty inches, was constructed at Portland for the Lewis and Lake rivers trade, where she has been steadily employed since completion. John Bonser was master until 1893 and was succeeded by A. W. Gray. For the past few years she has been owned by Jacob Kamm. Elmore, Sanborn & Co., the Astoria cannerymen, launched the fine propeller *R. P. Elmore* for use in connection with their business at Tillamook. She was sixty-seven feet two inches long, eighteen feet beam, and seven feet five inches hold, with engines nine and eighteen by twenty inches. Capt. James Tatton[36] has commanded her since her construction, with the exception of a short time in 1893, when George W. Wood handled her, and James C. Fox has been engineer for the past few years. Captain Tatton took her to Alaska two seasons, and she has recently been running regularly in the passenger and freight service between Astoria and Tillamook. The steam schooner *W. H. Harrison* was built at Alsea, Or., by Capt. Paul Schrader. She was ninety-two feet long, twenty feet one inch beam, and six feet eight inches hold, with a twelve by twelve inch engine, which was afterward replaced with a compound engine eleven and twenty-two by twelve inches. Thomas Latham was her first master and was succeeded by Peter Crim and Thomas Neil. She is still engaged in the coasting trade.

CAPT. JAMES TATTON

The steamer *La Camas* was built at Portland, the machinery and part of the house being from the *Tom Morris*. The *C. M. Belshaw* was brought from San Francisco by George W. Hume, and has since been in charge of Fred Lewis, Andrew Johnson and George W. Adams. The Star Sand Company of Portland launched the sternwheeler *Enterprise*, especially equipped for dredging sand from the bottom of the river and loading it on barges, which she also towed. She has been very successful in the work for which she was intended and has been handled by Capt. John Randall, M. W. Sprague and John Nelson. The steamer *Edgar*, sixty feet long, fourteen feet beam, and six feet hold, with engines seven and fourteen by twelve inches, was built in San Francisco by the Northwestern Lumber Company in 1890 and taken to Shoalwater Bay. J. H. Sparrow was in command until 1892, when he was succeeded by A. M. Sproule. The tug *Katie O'Neil*, length eighty-nine feet five inches, beam eighteen feet six inches, depth of hold seven feet five inches, was completed at Coos Bay for service on the bar, and the propeller *Milton*, on which Jacob Ernst, W. F. Elrod and Robert Jones have served as masters, by the California Lumber Company. Other steamers set afloat at Coos Bay and vicinity in 1890 were the *Cumtux*, owned by P. C. Durgan and subsequently by Lightner & Lockwood; the *Express*, by Henry Sengstacken, commanded by W. F. Elrod; the *Yarro* at Porter, by Captain Pendergast, E. O'Connell and others; and the sternwheelers *Alert* and *Despatch* at Bandon. The former is handled by George W. Leneve and the latter by Robert J. Dunham and Robert Fredericks. The propeller *Mascotte* was launched at Yaquina by H. G. and E. J. Burrows for local service on the bay, and the steamer *Moonlight*, length sixty-eight feet five inches, beam twenty-four feet, depth of hold seven feet, at Siuslaw. She is at present owned by W. H. Elliot. The ferry steamer *Alice V.* was built at Salem for Henry G. Hastings and the *Rush* at Hood River for R. O. Evans. The *Harvest Queen* shot the Cascades, May 18th, in the presence of the largest crowd which had ever witnessed a similar feat. She made the perilous trip in charge of J. W. Troup, with Peter De Huff, chief engineer, Charles Dehm and Z. A. Moody, assistants, while Capt. Miles Bell assisted Captain Troup in the pilot-house. She covered the first four miles of the run in four minutes, and carried with her fully twenty passengers, among whom were Capt. E. S. Edwards, United States inspector of hulls, Frank McDermott, United States inspector of boilers, Peter Carstens, Capt. W. H. Whitcomb, Capt. Harry Baughman, Sam Lotan, C. C. Cherry and Russell Sewell. The Union Pacific, which had secured control of the Oregon Railway & Navigation Company, was reorganized April 1st, and Port Captain Troup was appointed superintendent of water lines.

Sailing vessels built in the Northwest in 1890 were the schooner *J. M. Weatherwax*, one hundred and forty feet long, twenty-seven feet eight inches beam, eleven feet four inches hold, at Aberdeen; the bark *Albert*, 682 tons, and the four-masted schooners *Carrier Dove* 707, *King Cyrus* 702, and *Spokane* 639, at Port Blakely. The dimensions of the *Carrier Dove* and the *King Cyrus* were nearly the same, the former being one hundred and eighty-eight feet seven inches long, thirty-nine feet beam, and fourteen feet two inches hold, and the latter one hundred and eighty-eight feet five inches long, thirty-eight feet four inches beam, and fourteen feet seven inches hold. The schooner *Baltic* was launched at Port Townsend; the *Blakely*, length one hundred and sixteen feet two inches, beam twenty-four feet seven inches, depth nine feet two inches, at Port Blakely; the *Vine*, length one hundred and seven feet nine inches, beam thirty-one feet one inch, depth eleven feet three inches, at Gig Harbor; the *Aida*, length one hundred and eighty-three feet one inch, beam thirty-nine feet, depth twelve feet, at present owned by G. S. Hinsdale, at Port Ludlow; and the barkentine *Willie R. Hume*, 632 tons, length one hundred and eighty-three feet one inch, beam thirty-nine feet six inches, depth fourteen feet six inches, at North Bend. The British ship *Thermopylæ*, which had won a world-wide reputation for her remarkable performances as a tea clipper, was purchased in 1890 by Hall, Ross & Co. of Victoria, and has since been regularly engaged out of that port. The *Thermopylæ* was built in Aberdeen in 1868 by Walter Hood & Co. She sailed to Melbourne on her first trip in sixty days, afterward from Newcastle to Shanghai in twenty-eight days, which is record time, from Chefoo to London in ninety-one days, which, with the exception of the *Sir Launcelot's* ninety-day trip over the same course, is the best time yet made, and from Shanghai to London in one hundred and six days. She has a record of 380 miles in a single day. A relic of her prowess in the golden age of clipper ships, a handsome carving of a crowing cock, with a motto signifying that while she lives she crows over all, is still displayed on her forward deck-house. This trophy was placed there early in the seventies, when, with a double crew of thirty-two men, she distanced all competitors in reaching London. Since entering the Victoria trade she has been sailed by Capt. J. R. Winchester,[37] who has had her rigged as a bark, apparently without altering her speed, for the old flyer is still noted for rattling passages. She is two hundred and ten feet long, thirty-six feet beam, and twenty-one feet hold, net tonnage 947.

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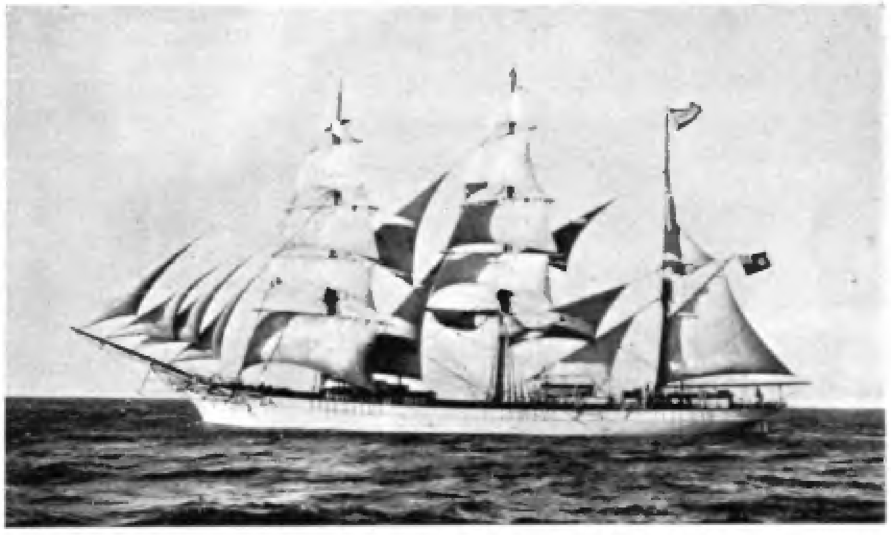
[36] Capt. James Tatton was born in Maine in 1848 and began coasting with his father on the Atlantic when a boy, afterward sailing to the West Indies and Europe. He reached the Columbia River in 1877 and engaged in fishing for a few years, subsequently running small steamers in the neighborhood of Astoria. In 1887 he was interested with W. E. Warren in the schooner *Alpha*, one of the first American sealers seized by the Government. Captain Tatton was in charge of the schooner at the time, and after the vessel had been taken by the emissaries of the Government, which utterly failed to protect its citizens in the sealing question, he made his way back to Astoria and has since been engaged on steamers running coastwise from the Columbia River, having had charge of the *R. P. Elmore* for the past four years, running to Alaska and Tillamook.

The Columbia River grain fleet for 1890 included fifty-three vessels, while Puget Sound's grain and flour shipments numbered twenty-five cargoes. The largest vessel in the Sound fleet was the British ship *Marlboro Hill*, 2,363 tons, the smallest the British bark *Cairnsmore*, 878 tons. Twenty-two of the vessels were over 1,000, twenty over 1,200, fifteen over 1,500, nine over 1,700, and five over 2,200 tons. This fleet was insignificant compared with that engaged in the lumber trade, where the shipments aggregated 430 cargoes, consisting of one hundred and twenty million feet of lumber, loaded as follows: From Port Blakely 105 cargoes, Tacoma 71, Port Discovery 50, Port Ludlow 43, Port Gamble 42, Port Madison 44, Port Hadlock 34, Gig Harbor 25, Utsalady 16. Twenty-five hundred and ninety-eight vessels passed Flattery light between June 30, 1889, and June 30, 1890, including 1,210 steamers, 340 ships, 478 barks, 529 schooners, 15 brigs and 24 sloops.

The long list of vessels which have sailed to a mysterious fate received another addition early in 1890. The bark *Nellie May* started from Port Madison, January 23d, for San Francisco with a cargo of lumber, and the only trace which has ever been found was some wreckage of one of her boats discovered by the Indians on Clayoquot Sound, and her name-board, which was picked up off Cape Flattery by the tug *Lorne*, May 4th. The *Nellie May* was built at Newcastle, Me., in 1867, and owned by Capt. Axtel Austin and W. P. Sayward of Port Madison and E. M. Herrick of San Francisco. She was in charge of Captain Austin, with J. D. Wilson, first mate; C. Wright, second mate; J. E. Perkins, Edward White, G. Larson, Paul Ritters, Otto Nasch, P. Peterson, John Bowers and one other, seamen, and a cook and steward, whose names are unknown. The schooner *Douglas Dearborn*, from San Francisco for Puget Sound, was found floating bottom up off the Columbia bar January 4th, and all of her crew are supposed to have drowned. The schooner *Rosalind* ran ashore three miles north of Rogue River, February 18th, and became a total loss. The Canadian Pacific Navigation Company's steamer *Sardonyx*, while *en route* from Port Simpson to Skidegate, running thirteen knots an hour, struck an unknown reef between Skidegate Harbor and Rose Spit, and became a total wreck. The passengers and crew reached Skidegate and were taken to Victoria by the steamer *Barbara Boscowitz*. The wreck was sold to R. Broderick for $650. The Chilean bark *Savona*, from Valparaiso for Tacoma, went ashore four miles west of Dungeness. The American bark *Atalanta*,



CLIPPER BARK "THERMOPYLÆ"

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[37] Capt. J. R. Winchester was born in Nova Scotia in 1847 and has been engaged in the marine service for over thirty years. He took charge of the famous clipper *Thermopylæ* in 1889 and has since sailed her in the tea trade between Japan and Pacific Coast ports. The famous skimmer of the seas shows fully as much speed as in the days of her youth.

Capt. Frederick Masher,[38] from Port Gamble for San Francisco, was wrecked in a gale fifty miles off Cape Flattery, December 16, 1890. Her master gives the following interesting account of her last voyage:

> "We left the mill at Port Gamble, in tow of the tug *Tyee*, December 8th. All went well until I put sail on off Flattery; the vessel then began making water, but, being lumber-laden, I did not think it worth while to go back. We got down as far as the mouth of the Columbia, and the wind shifted from northwest to southwest, with snow squalls, and it was then that the forty years that the *Atalanta* had been afloat told on her with fearful effect. The sails all blew away on the night of the thirteenth, and soon after the heavy deck load of eighty-foot timbers broke adrift, and on the morning of the fourteenth the fore and main mast went by the board, the foremast smashing the long-boat, destroying our means of leaving the ship. The seas were washing over us fore and aft at that time, and, as we had been many hours without food, I went to what was left of our cabin and found a can of tomatoes and one of peaches. From these each man was given a mouthful to relieve his thirst. About noon of the fourteenth the vessel commenced to break up, and about 3:00 P. M. she parted just abaft the main hatch, leaving fourteen of us on the after-house, with nothing to eat or drink, the two cans having been lost in the excitement. Night began to set in, and a night in the month of December off Vancouver Island is a long one, even when one is comfortably situated. The mizzenmast went shortly after daylight and took nearly one-half of our limited raft. Through all that day and the next night the sea was making a clean breach over us, but on the morning of the sixteenth we sighted land, which was a relief even though it was far away. The steward, John W. Wilburn, became temporarily insane at noon on the sixteenth, the first officer's leg was broken, and all hands were inclined to feel despondent. We had fully made up our minds that we would either be dead or ashore before morning, as we were all very badly chilled. The sailors exchanged addresses in case any should get ashore, and in this way we passed the longest night I have ever experienced. When morning came we were still afloat, but few of the men could speak on account of thirst and cold. The rudder had become jammed with a lot of the deck load, forming quite a raft, and, as our house was breaking off piece by piece, John Anderson, the second mate, and four men went to it so as to make room for us on the house. They had hardly crawled on the timber before it parted from the rest of the wreckage, and we drifted away from each other at 8:00 A. M., and by a singular coincidence we both came together again at 5:00 P. M. in an eddy that sent us directly on shore, and we landed within two hundred yards of each other in Clayoquot Sound, having drifted 170 miles on the raft in four days and four nights, in the month of December, without losing a life. The Indians were very kind to us, and we were taken to Victoria by the sealing schooner *Katherine*."

STEAMER "LYTTON"

The *Atalanta* was built at Amesbury, Mass., in 1851, was for a number of years in the passenger trade to Liverpool, afterward sailed in the cotton trade to Mobile, Savannah and New Orleans, and was then bought by Pope & Talbot and brought to the Pacific Coast, July 22d. The wreck was sold to R. W. De Lion and F. A. Bartlett for $1,410. The pilot schooner *Governor Moody*, in charge of Capt. Peter C. Cordiner,[39] with a crew of four men, was wrecked at North Head, near the mouth of the Columbia, September 20th. She drifted in during thick weather at 4:15 A. M. and was nearly in the breakers before the danger was discovered. There was not wind enough to get off shore, and a heavy sea soon battered her to pieces against the rocks, which the captain and crew reached from the mast. The life-saving crew at Fort Canby afterward succeeded in saving portions of her rigging. The *Governor Moody's* place on the Columbia bar was taken by the schooner *San José*, which P. W. Weeks, the pilot commissioner, purchased in San Francisco. The schooner *Granger*, from Roche Harbor for Seattle with eight hundred barrels of lime, burned in the straits April 15th, Captain Melander and the crew of three men escaping in a small boat and landing at Point Wilson. The *Ferndale*, from San Juan for Port Townsend in command of her owner, Capt. A. O. Benjamin, burned in Richardson Bay, Lopez Island, December 15th. On leaving San Juan the steamer encountered a very heavy sea, to escape which she turned back. Shortly afterward an unusually heavy swell struck her and broke the guys of the smokestack, which went adrift, setting fire to the steamer, and before the flames could be extinguished her steam pipe broke, and she drifted helplessly on the south side of Lopez Island. Her cargo, consisting of five hundred barrels of lime, caught fire, and the vessel was soon consumed. Her anchors were let go before the lime was ignited, but failed to hold. The total loss of vessel and cargo was about thirty thousand dollars, with an insurance of nearly thirteen thousand dollars on the steamer. The twenty-one persons on board narrowly escaped a horrible death.

The Norwegian ship *Straun*, from Port Discovery for Melbourne, with one million feet of lumber, was abandoned off the Oregon coast in December in a water-logged condition. The crew were rescued by the British bark *Tamer*. The vessel was subsequently picked up by the steamer *Scotia*, which attempted to tow her into port, but was obliged to let her go off Nestucca after rescuing a dog which had been left behind by the crew.

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[38] Capt. Frederick Masher was born in Connecticut in 1856 and has been sailing in the deep-water trade for over twenty years. He commenced on the Pacific Coast in 1888 with the bark *Atlanta*, which he left on Vancouver Island in 1890. He is at present in command of the *B. P. Cheney*.

[39] Capt. Peter C. Cordiner of Astoria, Or., was born at Cape Breton in 1856, commenced going to sea at the age of seventeen, and went to Puget Sound in 1883 on the ship *Ivy*, with which he sailed in the lumber trade for about six years, going to Astoria with her as master in 1889. He left her to join the pilot schooner *Governor Moody* as boatkeeper, when she was lost entered the tugboat service, and about three years ago was appointed bar pilot.

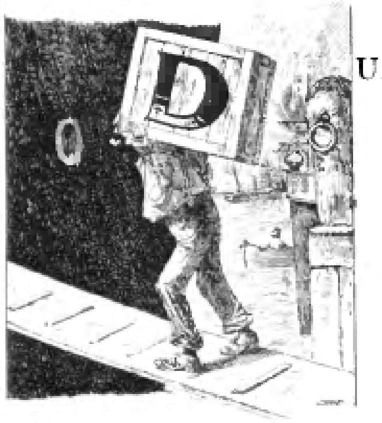
The *Straun* drifted ashore a few days later, and the settlers along the beach in that vicinity built new houses with her cargo. The schooner *Dare*, Capt. F. A. Berry, foundered on Bonilla Point, near Vancouver Island, December 23d, during a thick fog, and was soon beaten to pieces by the heavy sea, the crew reaching shore in safety. The steamer *Otter* was in collision with the *Hassalo* February 17th, near Des Moines, and received injuries which ended her existence. The steamship *Cosmopolis* went ashore at Bella Bella in May while *en route* from Port Townsend to Wrangel Island with coal. The *Dispatch*, formerly owned by the United States Government, was blown ashore and wrecked in Seymour Channel, January 22d, while towing a raft. She was in charge of her owner, Capt. P. Pierce, with Edward Thornton, engineer. The steamer *Despatch*, belonging to Capt. Henry Morgan, burned at the dock at Seattle, May 22d. The Willamette River steamer *Isabel* sank at the wharf at Sellwood, January 22d, while laden with eight thousand bricks, and when the tide went out it left her on the rocks, which injured her to such an extent that she was never repaired. The steamer *J. Ordway* burned to the water's edge at Weidler's Mills in Portland, January 8th, and the loss was about five thousand dollars. She was afterward rebuilt. The sloop *Augusta* capsized off Port Angeles, October 2d, drowning her owner, Olof Anderson. The old-time steamship *Ajax* was lost off the California coast, September 18th, her passengers landing in safety at Shelter Cove. The Victoria steamer *Badger* was wrecked on James Island, December 16th, and sold by the underwriters to the owners for $150. She was subsequently raised, brought to Victoria and repaired. The steamship *Michigan* caught fire at sea November 1st, and after a fast run of seventy miles reached Astoria, where the fire was extinguished by the Astoria Fire Department. The loss was about ten thousand dollars, as her salmon cargo was badly damaged. She was in charge of Graves, captain, Adams, chief engineer, and F. M. Bucklin, purser.

Among the prominent marine men passing away in 1890 were Capt. A. F. Hedges, who purchased the machinery for the first steamer on the upper Willamette and was for many years interested in steamboating on the river, at Yakima, March 6th, aged seventy-three years; Capt. Allan Noyes, of the *Garibaldi* and *Alden Besse*, at Portland, January 7th; and David Pardun, the well known engineer, drowned on the Sound, October 20th, from the steamer *State of Washington*.

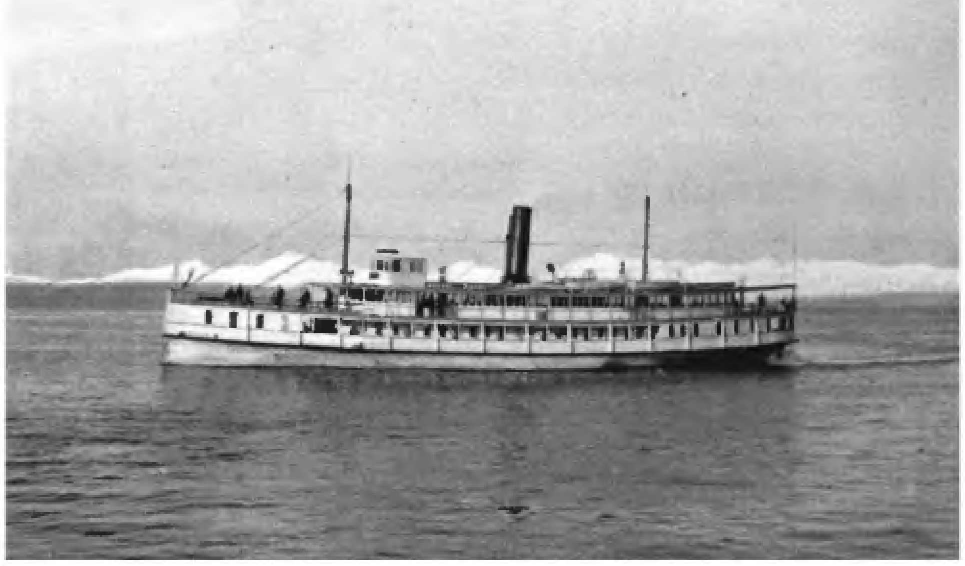
ROYAL MAIL STEAMSHIP "EMPRESS OF CHINA"

CHAPTER XIX.

COLUMBIA RIVER & PUGET SOUND NAVIGATION COMPANY — PUGET SOUND TUGBOAT COMPANY — THE WHALEBACK "C. W. WETMORE" — STEAMERS "VICTORIAN" AND "FLYER" — DALLES, PORTLAND & ASTORIA NAVIGATION COMPANY — INLAND STEAMERS "COLUMBIA," "NORMA" AND "SPOKANE" — CANADIAN PACIFIC RAILWAY'S ROYAL MAIL STEAMSHIP LINE — BRITISH STEAMERS "COMOX" "CAPILANO" AND "CALEDONIA"—THE "EMBLETON'S" LONG PASSAGE—WRECK OF THE STEAMSHIP "SAN PEDRO"—BOILER EXPLOSION ON THE "EVANGEL"—BRITISH SHIP "STRATHBLANE" WRECKED ON NORTH BEACH—NUMEROUS DISASTERS ON SOUND, RIVER AND OCEAN—THE OREGON RAILWAY & NAVIGATION COMPANY WITHDRAWS FROM PUGET SOUND — STEAM AND SAILING VESSELS ON THE INLAND SEA — THE "B. P. WEARE" ON THE YUKON RIVER — THE CŒUR D'ALENE STEAMER "GEORGIE OAKES" — KOOTENAI STEAMERS "ANNERLY" AND "STATE OF IDAHO" — STEAMERS "SARAH DIXON," "RAMONA," "HATTIE BELLE" AND "CHILKAT"—FIRST LIGHTSHIP ON PACIFIC COAST — DOMINION STEAMSHIP "QUADRA" — ORIENTAL STEAMSHIP LINES — WRECK OF THE "FERNDALE," "ERICCSON," "C. W. WETMORE" AND OTHER VESSELS — COLLISION OF THE "PREMIER" AND "WILLAMETTE."



DURING THE YEAR 1891 several very important steamboat enterprises were organized on Puget Sound. The Columbia River & Puget Sound Navigation Company was incorporated in February, with U. B. Scott, president; John Leary, vice-president; L. B. Seeley, second vice-president; E. W. Creighton, secretary and treasurer; E. A. Seeley and Z. J. Hatch. The new company absorbed the steamers *Bailey Gatzert*, *Fleetwood* and *Telephone*, built the new steamer *Flyer*, and are still operating them. Hatch's interest was purchased by the other members of the company shortly after organization. The *Bailey Gatzert* was sent around to the Columbia and is at present alternating with the *Telephone* on the Astoria route. The company is also handling the sidewheeler *Ocean Wave* under a lease from the Ilwaco Railway & Navigation Company, giving them an equipment second to that of no other steamboat company in the Northwest. Their Puget Sound business is handled by the steamers *Fleetwood* and *Flyer*, the latter being the fastest propeller ever constructed in the Northwest. Her keel was laid in Portland, March 31st, and she left for the Sound, November 13th, in charge of Graves, captain; Thomas Neill, pilot; Thomas Devlin, chief engineer; A. J. Taylor, purser; George Murray, steward. Capt. Harry Struve was first in command after she reached Seattle and handled her on the Seattle and Tacoma route. He was succeeded by Capt. John Jordison, who has since remained in command, with Samuel Sutton, chief engineer; Thomas Short, first assistant; Henry Carter, pilot; A. J. Taylor, purser. The entire upper works of the steamer were destroyed by fire in 1892, but she was rebuilt with larger and finer cabins and was again on the route in June, 1892. Her record since that time is rather a



STEAMER "FLYER"

remarkable one. She has been almost continually making four round trips a day between Seattle and Tacoma, covering the distance of twenty-eight miles in less than an hour and a half, arriving and departing on a time schedule with the regularity of a railroad train. Her performances offer a high testimonial to the skill of those in charge, and neither storm nor fog have ever delayed the steamer more than a few moments. The *Flyer* is one hundred and seventy feet long, twenty-one feet beam, with engines twenty-one, thirty and fifty-four by thirty inches.

The Puget Sound Tugboat Company commenced operations June 1st, with the Tacoma Mill Company, Puget Sound Commercial Company, Port Blakely Mill Company and Washington Mill Company as stockholders. These corporations were given stock based on the valuation of the tugs as follows: Puget Sound Commercial Company, *Tyee*, $70,000; Port Blakely Mill Company, *Wanderer*, $66,000; Kendrick & Adams, *Richard Holyoke*, $35,000; Tacoma Mill Company, *Tacoma*, $43,000. E. P. Blake was elected president: Cyrus Walker, vice-president; E. G. Ames, secretary; W. De Witt, treasurer; and J. B. Libby, manager. The Seattle & Tacoma Navigation Company was incorporated October 31st by Henry Carstens, Claud Troup and Frank W. Goodhue,[1] and purchased the steamer *Greyhound* from Capt. Claud Troup. Business on the Bellingham Bay route reached high-water mark in 1891, during which year nearly a dozen of the best steamers on the Sound were running to the new towns on the bay. Among the best known in this trade were the *Fairhaven*, *State of Washington*, *City of Seattle*, *Emma Hayward*, *Premier*, *Sehome*, *Eliza Anderson*, *Wasco*, *Hassalo*, *W. K. Merwin* and *Eastern Oregon*. The latter vessel was placed on the Vancouver route in November, alternating with the *Premier*, and burned on the gridiron at Olympia, December 1st, Charles Neitchwartz losing his life.

Soon after the retirement of Captain Troup from the superintendency of the water lines of the Union Pacific, Capt. Edward J. Rathbone[2] was placed in charge of the company's interests on the Sound. Every large steamer in that vicinity was tied up for several days in 1891 as a result of a misunderstanding between the engineering and navigating departments of the *Olympian*. Henry F. Smith, first assistant engineer, became involved in a quarrel with a deckhand soon after leaving Victoria, October 20th. The trouble commenced by the deckhand starting a pump used for washing decks, and in a short time a general row ensued, the engineers and firemen taking one side, and the mates and deckhands the other. Captain McAlpine came down from the pilot-house, quieted Mr. Smith with the aid of a revolver, and the disturbance ended. At Seattle half of the crew walked ashore, McAlpine remaining there awaiting an investigation. The official records give the following account of the difficulty: "Shortly after leaving port, trouble occurred between Henry F. Smith, first assistant engineer, and the deckboys, which nearly resulted in a mutiny. All the officers became involved in the trouble, and Mr. Smith at one time had, in a manner, charge of the ship. This case was carefully investigated and a decision rendered October 29, 1891, resulting in the suspension of the license of A. N. McAlpine, master, for thirty days for negligence and inattention to duty (section 4339. United States Revised Statutes). Chief Engineer H. C. Lawson's was suspended thirty days for negligence (section 4441), James Burns, mate, suspended thirty days for misbehavior (section 4440), and F. W. Patterson, second assistant engineer, was suspended thirty days for misbehavior and inattention to duty (section 4441). The license of Henry F. Smith, first assistant engineer, who was the cause of the trouble, was revoked for misbehavior and insubordination (sections 4441 and 4450)." This settled the matter until McAlpine's furlough expired. He then took charge of the *Sehome*, but Smith in the meantime had induced the Marine Engineers' Association to take up his side of the controversy, and the engineers on the *Sehome* immediately quit work, and, at a special meeting of their order, decided that no member should serve on a boat commanded by Captain McAlpine. The American

CAPT. EDWARD J. RATHBONE

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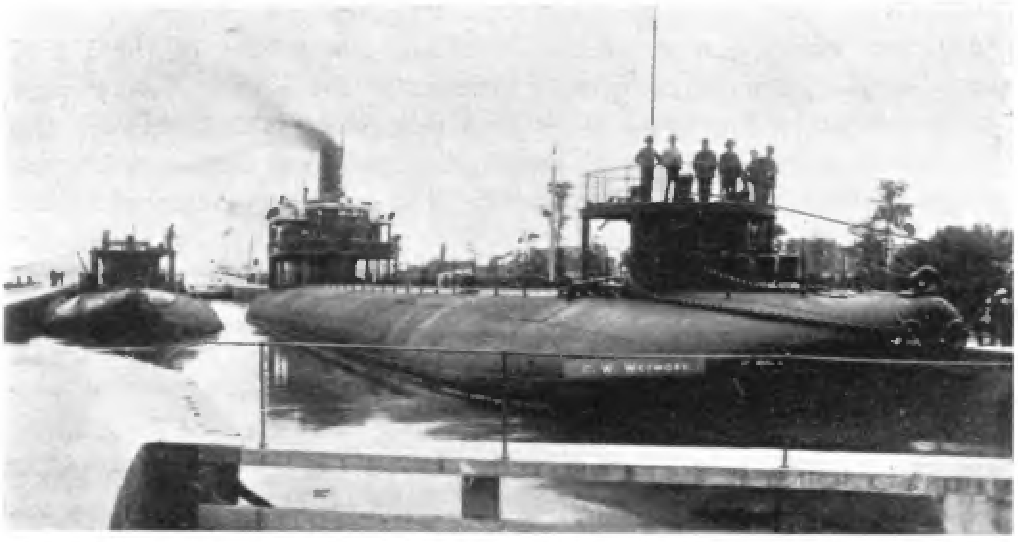
[1] Frank W. Goodhue was born in Walla Walla, Wash., in 1861, and at the age of fifteen was running as purser of the *Cariboo and Fly*, between Victoria, Nanaimo and Comox, and was also on the *Maude* on the same route. In 1877 he was on the Willamette steamers *Occident* and *Champion* and afterward on the steamers *John Gates*, *Harvest Queen* and *Mountain Queen*. He retired from steamboating in 1878 and subsequently filled a number of political offices at Walla Walla, then going to Seattle, where he was manager and cashier of the Security Savings Bank. Goodhue afterward became interested with Capt. Claud Troup in the steamer *Greyhound* and is now secretary of the company running her.

[2] Capt. Edward J. Rathbone was born in Wausau, Wis., in 1862, and came to the Pacific Coast when a boy. His first steamboating was on the steamer *Traveler*, running from Portland to the Cascades. He ran for several years on that route in various capacities on different steamers, and left there to go as purser on the Astoria route. When Captain Troup was appointed superintendent of the water lines of the Union Pacific, he selected Captain Rathbone as his assistant, and on his resignation Rathbone was appointed superintendent of the Sound division of the company's lines. He held that position until the company withdrew from the Sound business, and then, in company with some Puget Sound steamboatmen, leased the Oregon Railway & Navigation Company's Sound steamers and carried the mail on the Whatcom route, afterward transferring the business to the Pacific Steam Navigation Company. Captain Rathbone then acted as agent for the steamer *Signal*, running between Portland and the Sound, until Mr. McNeill was appointed receiver of the Oregon Railway & Navigation Company, when he was selected to fill the position of port captain as the successor of Capt. B. F. Pegram.

Brotherhood of Steamboat Pilots immediately adopted McAlpine's cause, and, at a special meeting of Harbor No. 16, at Seattle, resolved to uphold him, and agreed not to work on a steamboat where an association engineer was employed until the boycott was raised. Both parties remained firm for several days, with honors about even. A steamer would occasionally get away with a brotherhood captain and a non-union engineer, or an association engineer with a non-union captain. Committees from both organizations labored earnestly to effect a settlement, in which they were finally successful, not, however, until the unfortunate occurrence had aroused a public sentiment which was far from favorable to either order.

In 1891 a new style of marine craft steamed into the waters of the Pacific Northwest. The late arrival was one of the famous whalebacks, the *C. W. Wetmore*, built in the interior of Wisconsin, hundreds of miles from salt water. This homely appearing craft made her way through the lakes and locks until she reached the sea, and then carried a cargo of nearly one hundred thousand bushels of wheat across the Atlantic to Liverpool. On her return she was loaded with material with which to construct other steamers of a similar type, and started on a long journey around the Horn in charge of Joseph Hastings, captain; Robert S. Blauvelt,[3] chief engineer; and J. J. Chisholm,[4] first assistant. The *C. W. Wetmore* was two hundred and sixty-five feet long, thirty-eight feet beam, and twenty-four feet hold, net tonnage 1,075, with a dead-weight capacity of 3,000 tons. Her engines were twenty-six and fifty by forty-two inches, and she had two Scotch boilers eleven feet six inches in diameter and length. Below the water the *Wetmore's* lines were not greatly at variance with those of ordinary sea-going vessels, but the small portion of the craft that was visible above bore a striking resemblance to the object from which she derived her name, a whale's back. Whatever the good points of this radical departure might be, the *C. W. Wetmore* demonstrated that few, if any, more unlucky vessels have ever appeared in the Northwest. She made a good start from the East, splashed her way through the "roaring forties," and was undisturbed by the death-dealing blasts which have their headquarters off Cape Horn, but before she reached her destination trouble began. Her rudder was lost off the California coast, and for a long time she drifted around almost unmanageable, and was finally picked up off the mouth of the Columbia by the British steamship *Zambesi*, which started to tow her into the river. The hawser parted before they got in, and the whaleback had a decidedly narrow escape from the breakers before another could be got aboard. Bar pilot George W. Wood* left the *Zambesi* and went to the *Wetmore*, and the steamer then succeeded in getting her into anchorage at Astoria. The *Zambesi* was awarded nearly fifty thousand dollars for her services. The damaged rudder was repaired, and the *Wetmore* continued her journey, reaching the new town of Everett with her cargo in very good condition. She was at once placed in the coal trade and made few trips without running aground, crashing into a wharf, or colliding with some other craft. Her cargo shifted on the first voyage to San Francisco, and about every conceivable accident which could befall a steamer came her way, the grand *finale* occurring September 8, 1892, less than a year after her arrival. Capt. Joseph Hastings,



WHALEBACK STEAMER "C. W. WETMORE"

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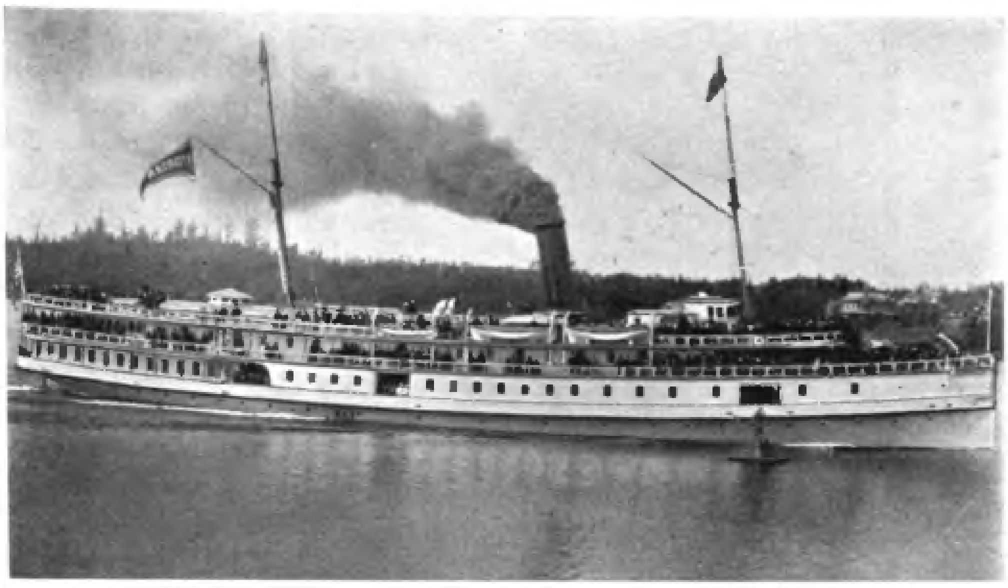
[3] Robert S. Blauvelt, engineer, was born in Michigan in 1865 and commenced his marine career on the Great Lakes. He was chief on the first whaleback steamer, the *Colgate Hoyt*, going from her to the *Joseph L. Colby*, with which he went through the St. Lawrence River and ran between Boston, Baltimore and New York. He then returned to the Lakes and joined the *C. W. Wetmore*, with which he went from Duluth to England and thence to the Pacific Coast, leaving her at Everett in March, 1892, and going back to the Lakes, where he was engineer for the American Steel Barge Company, superintending the equipment of five whaleback steamers, and in 1893 and 1894 running as chief of the *Christopher Columbus*, between Milwaukee and Chicago. He came to the Pacific Coast again in 1894 and placed the electric plant and machinery in the *City of Everett*, with which he ran as chief engineer.

[4] J. J. Chisholm, engineer, was born in New York City in 1862 and commenced his marine service at that place after serving an apprenticeship at the shipbuilding works of John Roach in Philadelphia. In the employ of the Morgan and other steamship lines he rose to the position of chief engineer, and came to the Pacific Coast in 1892 as first assistant on the whaleback *C. W. Wetmore*, of which he was afterward appointed chief, holding that position until she was wrecked. He then entered the works at Everett as foreman, and, when the new whaleback *City of Everett* appeared, served on her as first assistant.

* Capt. George W. Wood is one of the best known of the Columbia bar pilots, having served on nearly every pilot schooner since Captain Flavel's old *California*. He was for many years master of an American ship before coming to the Columbia, and his thorough knowledge of seamanship especially fitted him for the dangerous work at the mouth of that river. He was master and managing owner of the schooner *J. C. Cousins* when that vessel gave the Flavel monopoly the hardest opposition it ever encountered. When the *Cousins* made her last mysterious cruise, Captain Wood and D. H. Welch secured the *City of Napa*, which was operated on the bar as a pilot-boat until the appearance of the Oregon State schooner *Governor Moody*. Captain Wood remained with the latter vessel during her entire career, and when she was battered to pieces on North Head he continued piloting in the service of the Oregon Railway & Navigation Company. While so engaged he was detailed to go to San Francisco on the steamer *Alaskan* with Captain Howes. His terrible experience on that trip has been told in detail in Chapter XVIII. After recovering from the effects of that disaster he returned to the bar service, from which he resigned a few years ago, and served for a short time as master of the steamer *R. P. Elmore* and as first officer on the steamship *George W. Elder*.

who brought the steamer out, was replaced by Capt. John O'Brien, and while *en route* from Tacoma to San Francisco she went ashore in a thick fog September 8th on the North Spit, near Coos Bay bar. Distress signals were blown as soon as she struck, but, owing to the fog, over twenty-four hours elapsed before assistance reached her, and, as she was lying parallel with the beach, the sea by this time had lodged her firmly. The crew were taken off on the ninth with the exception of Captain O'Brien and a watchman, who left her the following day. O'Brien went aboard several times afterward, thinking he could lighter the vessel and possibly release her. Owing to her peculiar construction she remained intact for many months.



STEAMER "VICTORIAN"

The Oregon Railway & Navigation Company's new steamer *Victorian* was built at Portland under the supervision of Capt. James W. Troup, making her trial trip June 16th in his command, with Henry Pape, chief engineer. She was used on one excursion on the Columbia and then sent to Puget Sound, going round in charge of Captains Troup and Angerstein, Madison Welch, chief engineer, F. M. Bucklin, purser, Charles Petrie, steward, and was placed on the Victoria route, Captain Anderson handling her. The big crowds that had made steamboating so profitable a few years before had vanished, the steamer proved too expensive for the trade, and was sent back to the Columbia in 1892. The *Victorian* is two hundred and forty-three feet long, thirty-six feet beam, and fifteen feet hold, with triple compound engines large enough for an ocean steamship. The steamer's immense power and fine model gave her great speed, and her cabin finishing and equipments were the finest of any boat in the Northwest. After running a short time her builder realized that some slight changes were necessary in order to properly utilize her power, and she was laid up pending these improvements. The affairs of the Oregon Railway & Navigation Company were in very bad shape at this time, and, before they were straightened out, Troup was succeeded by Capt. B. F. Pegram, who made no attempt to get the *Victorian* in shape for service.

JAMES GILBREATH

The Ilwaco Railway & Navigation Company constructed the sidewheel steamer *Ocean Wave* at Portland in 1891 for the seaside trade between that city and Ilwaco. The *Wave* was one hundred and eighty feet long, twenty-nine feet beam, and nine feet hold, with engines eighteen by eighty-four inches. She was built under the supervision of Jacob Kamm, and, like all of his steamers, had a perfect model, but unfortunately her power was so small that she was rather slow. She has been handled on the Ilwaco route by Capt. Charles T. Kamm, with Joseph Hayes, chief engineer. Several years had elapsed since any attempt at opposition to the Oregon Railway & Navigation Company had been made on the river between Portland and The Dalles, but in 1891 The Dalles, Portland & Astoria Navigation Company was organized and launched two fine sternwheel steamers. The *Regulator* for the middle river was set afloat at The Dalles and was one hundred and fifty-two feet long, twenty-eight feet beam, and six feet hold, with engines sixteen by seventy-two inches. Capt. Fred Wilson was first in command and was succeeded by John McNulty. Capt. Fred Sherman handled her for the next two years, with Alfred McCully, engineer, giving place in 1894 to Capt. W. P. Short. *The Dalles City*, on the Portland end of the line, was built at that place, and is one hundred and forty-two feet long, twenty-six feet five inches beam, and six feet hold, with engines fourteen by sixty inches. Capt. Sherman V. Short and Chief Engineer James Gilbreath[5] were in charge of the steamer for the first three years of her existence, and for the past year Capt. William Johnson has had command. The steamers have been very successful, as, under the change of management of the Oregon Railway & Navigation Company's water lines, all of their steamers were withdrawn from the middle river.

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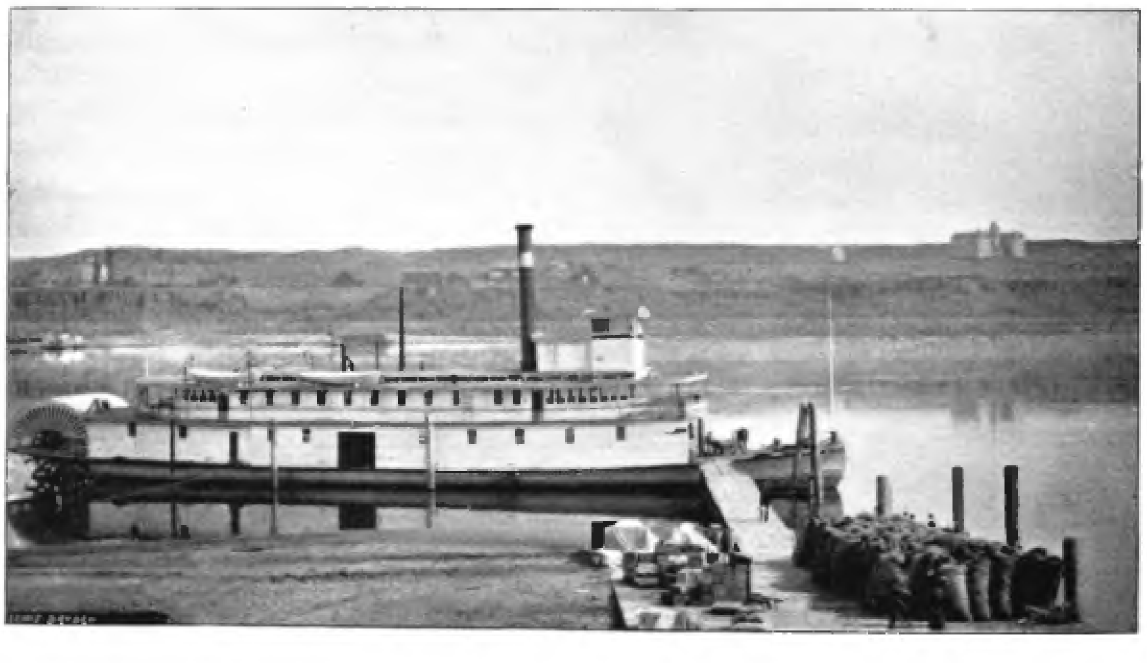
[5] James Gilbreath, engineer, was born in Ohio in 1860 and commenced his marine work on the Columbia River in 1883 as fireman on the steamer *General Miles*, going from her to the *Edith*. He was afterward second engineer on the *Wonder* and held a similar position on the *Telephone* for nearly three years. He has also served as second engineer on the *D. S. Baker*, *Fannie* and *Norma*, and as chief of the steamers *Manzanillo*, *Fannie* and *Dallas City*, remaining with the latter vessel for over three years.

ALFRED MCCULLY

The sternwheeler *Elwood* was built at Portland in 1891 for Abernethy & Co., who placed her in the Willamette trade in charge of Capt. J. L. Smith, who was succeeded by R. Young, and subsequently by James Lee, who has handled her for the past three years. In 1894 she was purchased by the Lewis River Transportation Company and took the place of the *Mascott* in that service. The *Elwood* is one hundred and fifty feet long, thirty feet beam, and four feet hold, with engines twelve by seventy-two inches. The Woodland Navigation Company constructed the small steamer *Egalite*, length seventy-six feet, beam twenty feet, depth of hold four feet, to run to the headwaters of Lewis and Lake rivers. She was afterward purchased by Jacob Kamm. Capt. Fred G. Lewis and other parties living on the Cowlitz River built the sternwheeler *Messenger*, length seventy feet, beam sixteen feet, depth of hold three feet, with engines seven and one-quarter by twenty-four inches, for the Cowlitz trade. Ham, Nickum & Co. added the *Hustler*, length one hundred and two feet, beam twenty-one feet, depth of hold six feet, with engines twelve by thirty-six inches, to their towing fleet. Thomas Campbell has been master since her completion. The Columbia & Kootenai Steam Navigation Company in 1891 launched the *Columbia*, the finest sternwheeler ever constructed so far inland, naming her for the stream on which she was engaged. She was one hundred and fifty-two feet six inches long, thirty-eight feet beam, and six feet three inches hold, with engines eighteen by seventy-two inches, and ran between Northport and Revelstoke until September, 1894, when she was destroyed by fire near the boundary line. Capt. John C. Gore was in command for over three years, and Fred Bell was chief engineer when she burned. The *Shoshone*, completed near the headwaters of Snake River in 1866, had a successor twenty-five years later, when Jacob Kamm and J. D. Miller built the steamer *Norma* at Huntington, expecting to handle an extensive business in transporting the crowds of miners then going into the Seven Devils' country. The *Norma's* experience was similar to that of the *Shoshone*, and she never earned a dollar while there. In May, 1895, Capt. W. P. Gray brought her through to Lewiston in safety, and she will probably prove profitable in her new field. She has large carrying capacity on a light draught, and is equipped with engines sixteen by eighty-four inches. The sternwheel steamer *Spokane* was constructed on the Kootenai River in 1891 by G. R. Gray, a railroad contractor, and was afterward secured by the Columbia & Kootenai Navigation Company, continuing in their service until 1895, when she was destroyed by fire at Kaslo. She had recently been commanded by Captains Hayward and McMorris.[6]



STEAMER "REGULATOR"

Several very fine propellers were launched on the Columbia in 1891, the most pretentious being the *Willapa*, which was the *General Miles* lengthened and rebuilt, length one hundred and thirty-six feet, beam twenty feet, depth of hold ten feet, with engines sixteen and thirty-two by thirty-two inches. The *Iralda*, completed at Portland for W. S. Newsom, was ninety feet long, thirteen feet beam, six feet six inches hold, with engines eight, thirteen and twenty by twelve inches, and was a very fast steamer. Capt. Ernest W. Spencer built the *Cricket* at Portland. She was ninety feet long, twelve feet beam, and five feet five inches hold, with engines five and one-half, eight and one-half and thirteen by eight inches, and, like the *Iralda*, was quite speedy. Finding no profitable route for her on the Columbia, Spencer sent her to the Sound, where she was purchased by S. S. Neff, who failed to meet his payments, and the steamer was again sold to Everett people, finally passing into the hands of Capt. E. M. Barrington. Charles Sperry has had charge of her engines most of the time since she has been on the Sound. The steamer *Suomi*, constructed at Chinook in 1890 for B. A. Seaborg, was purchased by the Ilwaco Railway & Navigation Company in 1891 and renamed the *Ilwaco*. She was at once substituted for the *General Canby* on the Ilwaco route, where she has since remained, in charge of Captains William Starr and Thomas Parker and Engineer Charles Smith. The *Ilwaco* is ninety feet long, seventeen feet beam, and six feet hold, with engines sixteen by sixteen inches.

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[6] Capt. D. A. McMorris has been engaged in steamboating in British Columbia waters for the past five years. When quite young he followed the water in the eastern provinces of Canada, afterward abandoning it for the newspaper business, in which he engaged at Kamloops, B. C., for a short time after coming West. Failing health compelled him to return to the water, and, after working for a short time on Lake Kamloops, he entered the employ of the Columbia & Kootenai Steam Navigation Company, serving with them as master and pilot on their steamers on Kootenai Lake and River and on the upper Columbia.

STEAMER "R. MILER"

Capt. J. W. Babbidge, a well known steamboatman and river pilot, built a handsome little propeller, the *R. Miler*, length sixty-eight feet three inches, beam seventeen feet, and depth of hold six feet, with engines twelve by fourteen inches, at Astoria for the Westport route. Captain Babbidge has remained in command of the steamer since her completion, with Daniel Overton, engineer. Capt. John Pickernell removed the engines from the *Rival* and placed them in the *Mayflower*, completed at Astoria by Joseph Leathers. The new steamer was sixty-five feet long, seventeen feet four inches beam, and six feet hold, with ten by twelve inch engines. The Aberdeen Packing Company launched the steamer *Dispatch*, length fifty-two feet, beam thirteen feet eight inches, and depth of hold six feet one inch, for use in connection with their cannery. Dennis Curran and John Nelson, custom-house boatmen at Astoria, built the handsome steam launch *Occident*, at present owned by M. J. Kinney. At Bandon, Or., the coasting steamship *Homer*, length one hundred and forty-six feet, beam thirty-three feet eight inches, and depth of hold seventeen feet, was set afloat. In the few years since her construction she has been operated on nearly every northern route out of San Francisco, and has recently been running to Yaquina in charge of Captain Paton. The steamer *Coos River* was completed at Marshfield for R. C. Cordes, and Capt. S. C. Rodgers has been master for the past few years. Two substantial steamers which afterward performed good service on Puget Sound were launched at Aberdeen, Gray's Harbor, in 1891. The sternwheeler *City of Aberdeen*, one hundred and twenty-seven feet long, nineteen feet five inches beam, and six feet hold, was constructed for the Aberdeen Transportation Company. Capt. T. S. Tew was first in command. She was sent to the Sound, soon after completion, in charge of Capt. James Hennesy,[7] and is now running between Seattle and Olympia in connection with the *Multnomah*. The other, the *Clan McDonald*, is a freighter ninety-five feet long, twenty-four feet seven inches beam, and five feet five inches hold, and is now owned by Lilly, Bogardus & Co. of Seattle. The steam launches *Chicago*, built at Aberdeen, and *Rambler* at Montesano, also appeared on Gray's Harbor in 1891. The commodious steam freighter *Rapid Transit*, ninety-eight feet long, thirty feet eight inches beam, seven feet four inches hold, was completed at Port Hadlock for Frank McDonald, James McIver,[8] W. F. Pettibone and Charles T. Redfield. Unfortunately, after three months' service, she was fired by a cargo of lime, and before it was extinguished burned almost to the water's edge. She was afterward rebuilt and sold to E. E. Caine of Seattle, by whom she has since been operated. Henry Carstens,[9] formerly an Oregon

JAMES MCIVER

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[7] Capt. James Hennesy was born in Ireland in 1847. After beginning his marine career he spent three years on Atlantic sailing vessels, and also served three years in the United States Navy during the Civil War. In 1869 he came to the Sound on the bark *Gold Hunter*, which went to Port Madison to load lumber, and, after making two trips on her, joined the bark *Buena Vista*, carrying lumber between Port Gamble and San Francisco, where he remained for six months. He then went on the bark *Gem of the Ocean*, carrying coal from Nanaimo to San Francisco, and left her to again run in the lumber trade on the bark *Revere* and afterward on the brig *Lucas*. He then made a trip to Liverpool and on his return went to the bark *Helen W. Almy*, loading lumber at Cementville, Wash., for China. He was afterward on the following vessels, running mostly in the lumber trade: ship *Lawrence*, barks *Oswyn*, *Indian Empire*, *Rainier* and *General Cobb*, remaining on the latter vessel seven years. He has also served on the steamers *North Pacific*, *Colfax*, *Goliah*, *St. Patrick*, *Josephine*, *Louise*, and tug *Pioneer*. In 1890 he went to Gray's Harbor and took charge of the steamer *Montesano*, and in 1892 took the *City of Aberdeen* around to the Sound, where he ran her for a few months, and then took the *Chehalis* to the Sound. He then went back to the *Montesano* and is at present her master.

[8] James McIver, engineer, was born in Ireland in 1850 and came to the Pacific Coast in 1875, having previously followed his profession in the Mediterranean trade. He worked for several years on Puget Sound steamers and was engineer and part owner of the *Rapid Transit* when she was nearly destroyed by fire at Tacoma in 1882.

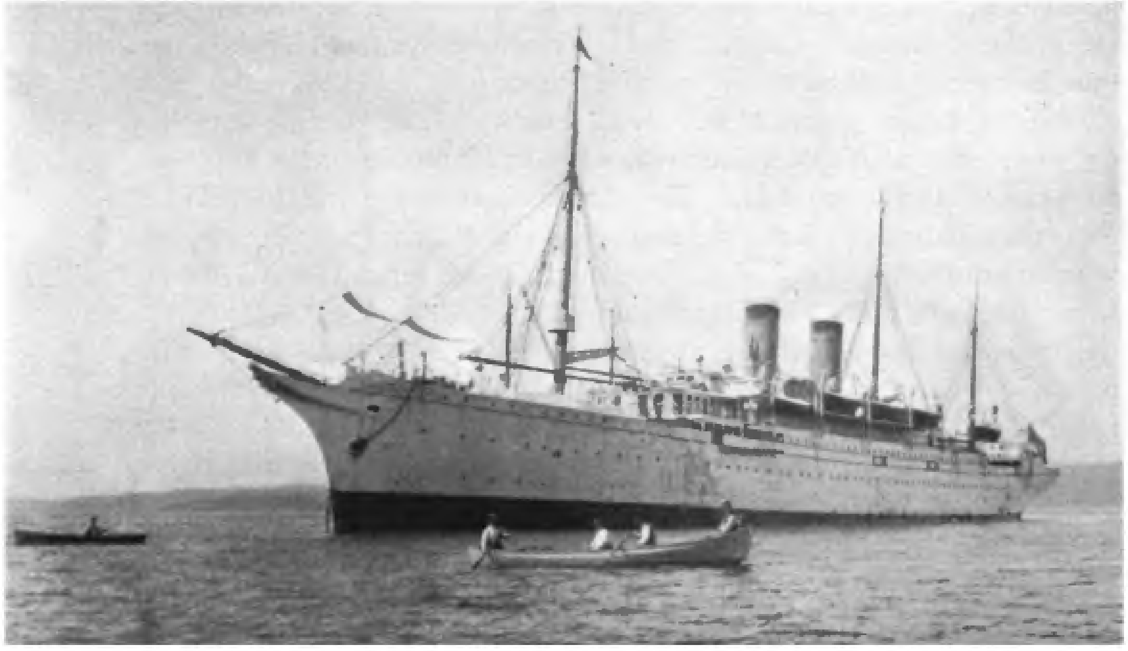
[9] Henry Carstens commenced his marine career in 1885 as agent at Riparia for the Oregon Railway & Navigation Company, and was afterward chief clerk at that point and had charge of the commissary. In 1888 he was chief clerk for Port Captain J. W.

Railway & Navigation Company purser, was the owner of the handsome little sternwheeler *Monte Cristo*, length ninety feet, beam twenty-four feet, depth of hold three feet nine inches, with engines ten by forty-eight inches. She was first commanded by Capt. George Hill, with William McKenzie, engineer, and is at present owned and operated by E. Shellgren.

JAMES FOWLER

The steamer *Virgil T. Price*, length forty-four feet, beam fourteen feet, depth of hold six feet four inches, was constructed at Eagle Harbor by Capt. Frank Price[10] and T. C. Pendleton. She was struck by the steamer *Olympian* and cut in two while lying at the dock December 6th, was raised and rebuilt the following year, and burned in 1894. Seattle made numerous contributions to the minor steam fleet in 1891, among them the *Minnie M.* 33.87 tons, tug *Mystic* 27.23, *Cyrene* 15.03, *Mayflower* 16.04, *Forsaken* 46.04, *Maggie H. Yarro* 10.86, steam launches *Perhaps*, *Monoma*, *Lena*, *Marion A.* and *Renton*. Capt. W. H. Ellis, who had previously been interested in a number of steamers on the Sound, launched the sternwheeler *Ellis*, length one hundred and twenty-nine feet seven inches, beam twenty-seven feet seven inches, depth seven feet four inches, at Ballard, running her on different routes out of Seattle until 1894, when she was destroyed by fire. The sternwheeler *Florence Henry*, length seventy-five feet, beam twenty-two feet, depth four feet, and the *Occident*, 44.01 tons, were also set afloat at Ballard. Small steamers and launches built elsewhere on the Sound in 1891 were the *Little Giant* at Port Blakely, *Dandy* at Port Orchard, *Rover* at Olympia, *La Bon Ton* at Edmunds, *Myra* at Hoodsport, *E. M. Gill* at North Bay, *Lillian R. Moore* at Tacoma, *A. R. Robinson* at Brooklyn, and the *Elfin* at Houghton on Lake Washington. Brought to the Sound from outside districts were the *Volga* from the Columbia River, the *Francis Cutting*, *Hermosa* and *Rosie* from San Francisco, and the steam launches *Regie* and *Laurel* from Chicago.

The steamship *Empress of India* (see frontispiece), the first of the Canadian Pacific Railway's Royal Mail line to the Orient, arrived at Vancouver, April 28th, in charge of Capt. O. Marshall. The dimensions of the *India*, as well as of her sister ships, the *Empress of Japan* and *Empress of China*, are, length four hundred and eighty-five feet, beam fifty-one feet, depth of hold thirty-six feet, gross tonnage 5,700. They were built by the Naval Construction & Armament Company at Barrow-in-Furness, James Fowler[11] superintending the construction of the machinery. The *Empress of India* sailed from Liverpool, February 7th, with a large party of excursionists bound around the world, going first to Gibraltar, thence to Naples and Marseilles, through the Suez Canal, stopping at Ceylon and Colombo, then across the Bay of Bengal to Penang, thence to Singapore, China and Japan,



ROYAL MAIL STEAMSHIP "EMPRESS OF JAPAN"

Troup, but returned to Riparia in 1890 In 1891 he was appointed purser of the *Olympian*, ran there for a short time, and then became interested with Capt. Claud Troup in the *Greyhound*, afterward building the steamer *Monte Cristo*, which he sold in 1893. He is at present in the shingle business.

[10] Capt. Frank Price of Edmonds, Wash., was born in New York in 1859 and commenced steamboating in the Northwest on the Puget Sound steamer *Celilo* in 1880. In March, 1891, he constructed the tug *Virgil T. Price*, which was sunk by the steamer *Olympian* the same year, but rebuilt shortly afterward. Captain Price was also owner of the old steamer *Virginia*, and is now building a new one.

[11] James Fowler, engineer, of Vancouver, B. C., was born in Aberdeen, Scotland, in 1849. He served an apprenticeship with Barry, Henry & Co. of that city, remaining there for six years and then joining the Holland line, between Liverpool and Montreal. While in that service he passed through the various grades from assistant to chief engineer, acting in the latter capacity for six years, during which time he superintended the construction of the machinery for the *City of Glasgow*, *Scotland* and other steamers. He remained in that employ until 1889, when he was appointed by the Canadian Pacific Railway Company to superintend the construction of the machinery for the *Empress of India*, *Empress of Japan* and *Empress of China*. On the completion of the last, the *Empress of China*, he joined her as chief engineer and came to the Pacific Coast, and has since been running to China and Japan. Before coming to this Coast, Mr. Fowler crossed the Atlantic Ocean 250 times and never met with the slightest mishap. His record on the Pacific bids fair to equal that on the Atlantic.

and from there across the Pacific. Frank Upton's Oriental line between the Columbia River and Victoria was in successful operation in 1891 with the steamship *Zambesi*, Captain Edwards, an old Peninsular & Oriental liner, the *Batavia*, Captain Hill, and the *Sussex*, Captain Holt. The British steamship *Tai Chow*, Captain Unsworth, from China, and the *Grandholm*, Captain Maason, from Liverpool, were among the arrivals at Victoria and Vancouver, the latter bringing, among other cargo, material for two steel screw propellers, which were put together at Coal Harbor. Both steamships remained on the coast for several months, carrying coal from Nanaimo to San Francisco and acting as feeders for the Canadian Pacific Railway between Vancouver and the Columbia River. Steam colliers running north were the *Wellington*, Captain Salmond; *Empire*, Butler; *Montserrat*, Blackburn; and *San Pedro*, Hewett.

STEAMER "COMOX"

The sealing industry furnished business for two well known coasting steamers, the *Costa Rica* going north as a tender to the British war fleet from Bering Sea, while the *Al Ki*, Captain Plummer, was sent to Alaska to be used as a prison ship for captured sealers. The *Queen*, Captain Carroll, was running to Alaska, and the *Al Ki's* place in the Sound trade was taken for a short time by the *Eureka*, which reappeared in the north for the first time in many years. The *Haytian Republic* was operated to the Sound in opposition to the Pacific Coast Steamship Company. The old steamship *Wilmington* was in service between Portland and San Francisco in charge of E. J. Moody, captain, and Thomas Moran, chief engineer. She was obliged to make a trip in November by way of Puget Sound to replenish her coal supply. Moody then resigned command and was succeeded by Captain Jessen. The most important additions to the local fleet in 1891 were the steamers *Comox* and *Capilano*, constructed at Vancouver, B. C., by Henry Darling. The *Comox* is a sloop-rigged steel propeller one hundred and five feet long, eighteen feet beam, and five feet hold, with engines twelve and twenty-four by eighteen inches, has accommodations for nearly two hundred passengers, and a speed of eleven miles per hour on a coal consumption of four and one-half tons in twenty-four hours. She is running north from Vancouver. The *Capilano*, which was intended for freighting purposes, was launched in December, 1891. She is a sloop-rigged propeller one hundred and twenty-seven feet long, twenty-two feet beam, and ten feet six inches hold, with engines thirteen and one-quarter and twenty-six by eighteen inches. She has a speed of about nine miles an hour and is licensed to carry twenty-five deck passengers.

STEAMER "CAPILANO"

The Hudson's Bay Company, who were the pioneers in the marine business in the Northwest, set afloat the sternwheeler *Caledonia* at New Westminster in February, 1891, for the Skeena River trade. She is one hundred feet long, twenty-four feet six inches beam, five feet hold, and was sent to her new field in charge of Capt. George Odin, with Thomas Hatherly, chief engineer. For the past three years she has been commanded by Capt. John H. Bonser. The *Nelson*, the first sternwheeler on the Kootenai, and, with the exception of the *Galena*, the first passenger steamer on those waters, was completed at Bonner's Ferry by the contractors in charge of the construction of the Great Northern Railway. She was a well built steamer, with good speed and carrying capacity, and on the completion of the road, like the *Spokane*, was sold to the Columbia & Kootenai Steam Navigation Company, and is still in their service between Nelson and Bonner's Ferry, Idaho. Another small sternwheeler, the *Ainsworth*, was built by Bremmer, Watson & Jevous at Ainsworth. Her first master was Captain Delany, who operated her between Ainsworth and Nelson, disposing of her in 1892 to Capt. August Menenteau, John Paterson and John Campbell,[12] who are still handling her in the jobbing trade on the lake and river. The propeller *Kaslo* was also constructed on the Kootenai in 1891 by Buchanan & Yuill for towing and jobbing. She is still in commission, but has never been very successful. Other steamers launched in British Columbia waters in 1891 were the *Red Star* on Okanagan Lake, the *Morris* for Naas River, the *Eva*, a fishing tug, on Gardiner's Inlet, the *Neel* for Alaska service, and the *Kildonan*. The Puget Sound steamer *Phantom* was purchased by Captain Jacobson and F. Jones and placed under the British flag September 2d, and the old tug *S. L. Mastick* was also operated under those colors by her new owners, the Ross-McLaren Mill Company of Victoria. The *William Irving* was extensively overhauled at Victoria, supplied with new machinery, and set afloat March 4th, and the *Western Slope* was dismantled. The British tugs *Lorne* and *Pilot* were seized at Port Townsend for towing in American waters. The *Lorne* was in command of Capt. James Christiansen, Jr., who succeeded his father when he was appointed pilot in the Victoria district.

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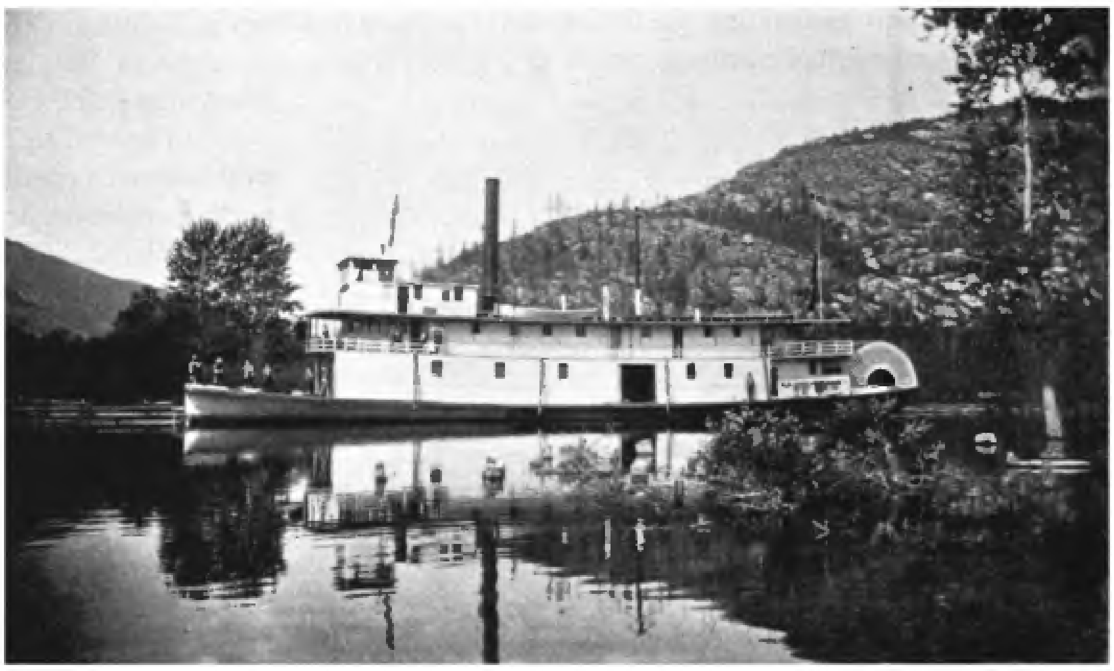
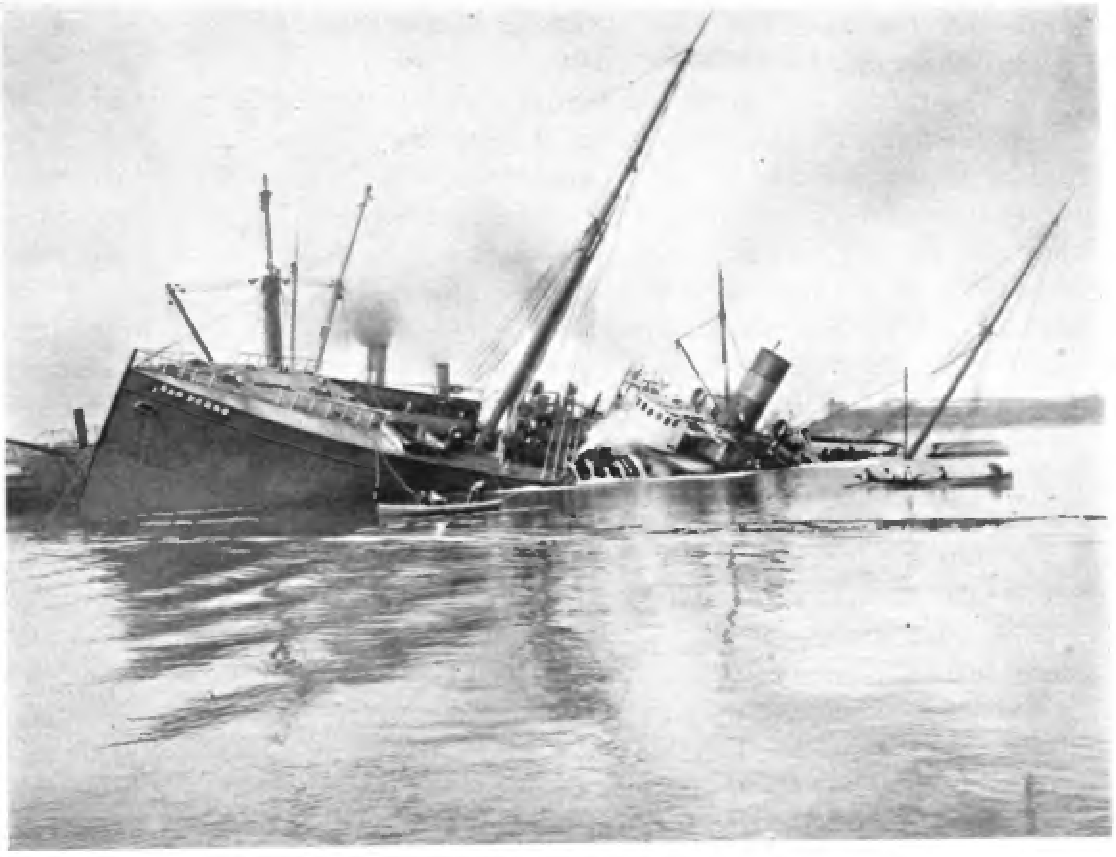
[12] John Campbell has been engaged in the marine business since 1879. He sailed out of Glasgow in the deep-water trade for several years and was for three years on the Great Lakes. He went to Kootenai Lake in 1891 and is at present part owner of the steamer *Ainsworth*, of which he is mate and pilot.


KOOTENAI LAKE STEAMER "NELSON"

H. B. M. ship *Warspite* was in the graving dock at Esquimalt for over three months in 1891, receiving extensive repairs (see illustration on page 291). She is the largest vessel which has ever entered the dock, although several other good-sized craft were there for repairs during the year, among them H. B. M. ships *Champion* 2,380 tons, *Nymphe* 1,140, British steamships *Hounslow* 2,297, *Batavia* 2,553, *West Indian* 1,805, *Mongkut* 1,354, *Danube* 886, American steamship *City of Topeka*, steamers *City of Seattle*, *City of Kingston*, *Premier*, *Yosemite*, *Islander*, United States steamer *Pinta*, and the British bark *Hawthornbank*. The *Governor Ames*, the first five-masted schooner in the United States, arrived at Nanaimo, April 19, 1891. She was built at Waldboro, Me., in 1888, was two hundred and forty-five feet six inches long, fifty feet beam, twenty-one feet hold, and registered 1,689 tons. The British bark *Embleton* reached Port Townsend, March 13th, after a remarkable passage of 613 days from Androssan. Storm, disaster, contrary winds and sickness were given as reasons for the repeated delays suffered by the vessel. She sailed from Androssan, July 3, 1889, and encountered heavy weather, which damaged her rigging so that she was unable to round the Cape and was obliged to put back to Port Stanley for repairs October 21st. She got away from there March 25, 1890, and made fair progress until April 14th, when a gale carried away the foremast, so that she could not get around, passed wide of the Falkland Islands, and stood in for Montevideo, arriving off the La Plata, May 3d, where she was caught in a heavy pampero, which strained her badly. On the twentieth she secured a pilot and three days later was towed into Montevideo by three tugs. There the cargo was discharged and the vessel docked for repairs, which were not completed until December, and on the third of that month she put to sea, finally reaching her destination. The *Embleton* had on a former occasion achieved considerable notoriety by arriving at Astoria with nearly all of the crew dead or dying from the effects of a strange fever which they had contracted at Acapulco. The old British tea clipper *Oberon* sailed into Astoria, April 20, 1891, after a record-breaking trip of twenty-four days from Yokohama. The British ships *Lorton*, Captain Steele, and *Cockermouth*, Captain McAdam, raced from Liverpool to Astoria, the *Lorton* beating the *Cockermouth* by one day. The two vessels were side by side in plain sight of each other for nearly two months, the captains exchanging frequent visits before they finally drifted apart.

SCHOONER "ALOHA"

The sailing craft built in the Northwest in 1891 included the four-masted schooners *Meteor*, length one hundred and seventy-seven feet three inches, beam thirty-eight feet four inches, depth of hold thirteen feet five inches, net tonnage 561.84; *Prosper*, length one hundred and seventy-seven feet, beam thirty-eight feet five inches, depth thirteen feet five inches, net tonnage 562.54; *W. H. Talbot*, length one hundred and eighty-eight feet six inches, beam forty feet three inches, depth fifteen feet one inch, tonnage 816.75; *Alice Cook*, length one-hundred and eighty-five feet six inches, beam thirty-nine feet, depth fifteen feet four inches; *John D. Tallant*, 533 tons; schooner *Aloha*, Capt. Richard Dabel,[13] length one hundred and ninety feet four inches, beam forty feet two inches, depth fifteen feet three inches, tonnage 763.82, at Port Blakely; schooner *Anaconda*, length fifty-four feet, beam sixteen feet eight inches, depth nine feet one inch, at Seattle; barkentine *Chehalis*, length one hundred and seventy-seven feet, beam forty feet, depth fourteen feet five inches, at Hoquiam, Wash. The barkentine *Arago*, length one hundred and seventy-six feet four inches, beam thirty-eight feet eight inches, depth twelve feet two inches, net tonnage 476; the schooner *Volante*, length ninety-two feet four inches, beam twenty-five feet nine inches, depth eight feet three inches, net tonnage 92.40; and the schooner *Bowhead*, length ninety feet four inches, beam twenty-two feet three inches, depth ten feet eight inches, were set afloat at Coos Bay, Or. The Columbia River Fishermen's Protective Union constructed the schooner *Pathfinder*, length seventy-seven feet, beam twenty-four feet, depth six feet. The schooner *Transit*, length one hundred and sixty-five feet two inches, beam thirty-seven feet one inch, depth thirteen feet one inch, net tonnage 508.50, was completed at Ballard, Wash., for Capt. P. Jorgenson and other San Francisco parties. Two small schooners, the *James G. Blaine* and *Mohawk*, were launched at South Bend, and at Seattle the sealing schooner *Emmett Felitz*, fifty feet long and seventeen feet beam, for the Neah Bay Indians, who have since operated her as a sealer. The propeller *Laurel*, a forty-foot steamer, was built at Chican, Alaska, and the schooner *Aida*, length one hundred and eighty-three feet, beam thirty-nine feet, depth twelve feet, net tonnage 533.98, at Port Ludlow in 1891.



STEAMSHIP "SAN PEDRO" ON BROTCHIE LEDGE

Misfortune befell a large number of steam and sailing vessels in 1891, and many lives and a vast amount of property were sacrificed. A disaster which proved more costly to the wreckers than any other in the Northwest overtook the splendid steam collier *San Pedro*, November 23d, while *en route* from Comox to San Francisco with 4,000 tons of coal. The steamer, in charge of Capt. Charles Hewett and Pilot James Christiansen, struck Brotchie Ledge, near the entrance to Victoria harbor. She could not be backed off, and as speedily as possible attempts were made to lighten her. Captain Salmond of the *Wellington* went to the wreck with a crew of men, and a diver from H. B. M. ship *Nymphe* went down and made an examination. During the night about three hundred tons of her cargo were removed, and at 9:30 the next morning the steamer suddenly sank in about eight and one-half fathoms astern and four and one-half abreast. Attempts to raise her were at once made, but so much time elapsed before proper appliances could be secured that she had become firmly impaled. T. P. H. Whitelaw of San Francisco spent nearly one hundred thousand dollars in an unsuccessful attempt to float her, and other divers met with similar success. The last attempt was made in 1894, by Moran Brothers of Seattle, who, with the aid of a number of immense pumps, succeeded in securing a very good start; but, before their operations were completed, a heavy sea destroyed the advantage they had gained, and, before they could get their plant again in working order, a second storm swept away a large share of their gear and a portion of the stern of the steamer, leaving her a hopeless wreck. The bow and foremast of the vessel were still in plain view early in 1895, and the Victorians, to whom the unfortunate craft had proved an eyesore, were endeavoring to have the Dominion Government remove it with dynamite. Pilot Christiansen, who was in charge of the steamer at the time of the accident, made the following official report:

> "Left Union coal wharf in Baynes Sound at 9:30 A. M., Sunday, November 22, 1891, drawing twenty-five feet aft; rounded Trial Island at 8:00 P. M., three-fourths of a mile off. Proceeded two or two and a quarter miles on course, then slowed engines half speed, and took bearing Fisguard light, west one-half north. Slowed the engines to dead slow, and hauled in toward Fisguard

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[13] Capt. Richard Dabel was born in Germany in 1859 and served when a boy in the coasting and deep-water trade out of German ports. He also served a year in the German Navy, where he qualified as a reserve lieutenant. On leaving the naval service he returned to the merchant marine and came to the Pacific Coast in 1879. He was first engaged on the ship *Frank N. Thayer*, has since been sailing in the Hawaiian Islands' trade on different vessels, and since 1892 has commanded the four-masted schooner *Aloha*.

light, keeping it three-quarters of a point on starboard bow; both captain and myself on bridge, looking for Brotchie Ledge buoy, the glare of the electric lights making it difficult to discern objects clearly. The lookout on the forecastle head indicating something reported ahead, gave the order at once 'hard astarboard' (thinking it to be my boat under the bow), and started to signal the engine-room to stop and reverse engines; but, before I reached the handle of engine-room telegraph, the vessel struck the bottom, carrying her way, and moved some distance before she brought up hard and fast on Brotchie Ledge. Thinking she would work clear of the ledge, went full speed ahead, with helm hard astarboard, but found she still remained immovable. Reversed engines and went full speed astern, but without success."

The unfortunate *Evangel*, which came into existence in such a peculiar way, was the scene of a terrible boiler explosion, October 15th, while lying at the wharf at Sehome. The steamer had been laid up for the night, and Chief Engineer Mann and Captain Morgan were on shore. Soon after they had left the boat the boiler suddenly exploded, tearing the house and upper works to atoms. Julius Flint, the fireman, who was standing on the main deck lighting a lamp when the explosion occurred, was caught by the flying timbers and bruised and scalded so that death occurred shortly afterward. William R. Biggs, a deckhand, was scalded and injured from inhaling steam and smoke so that he died at the marine hospital in Port Townsend the next day. Gus Carlson, employed in the same capacity, was drowned in his bunk by the bursting of the water tank. Albert E. Briggs, assistant engineer, and David Ross and John Feeny, firemen, were severely burned and crushed, but subsequently recovered. Charles R. Turner, steward, and Joseph Burrows, cook, were also severely scalded. The boiler flew from amidships in the bottom of the boat, upward and forward over the bow, falling into the bay. An investigation failed to reveal the cause of the explosion, as the evidence showed that the fires were banked in the usual manner and that the water was within two inches of the top of the gauge, with a very low pressure of steam.

The British ship *Strathblane*, from Honolulu for the Columbia River, was wrecked on North Beach, about nine miles from the Columbia River, at 5:15 A. M., November 3, 1891. The vessel was twenty days out from Honolulu, and approached the Columbia in a very dense fog, which was followed by a heavy gale. The long-continued thick weather prevented the master from taking an observation, and his chronometer was defective. Soon after striking, the seas began breaking over the deck, and the vessel was soon battered to pieces. The crew remained with her until the last moment, and then started through the surf for shore. The first to leave the ship came in on the flood tide and reached the beach in safety; but Cuthell, captain; Donald McLeod, carpenter; Thomas Hunter, cook; R. Hughes and John Buyers, seamen; and H. Lewis, a passenger, perished in the surf, and Donald McDonald, an apprentice, received injuries from which he afterward died. First Officer Murray and the rest of the crew were kindly cared for by the citizens of Ilwaco, and the bodies of the captain and his men were interred in the cemetery there. Captain Cuthell was well known on the Columbia River, and much regret was expressed at his untimely end. He remained with his ship until the last, and after bidding Murray good-by, and giving him a message for his wife in England, said: "I suppose this will be put down as another case of reckless navigation, but God knows I did the best I could." The steamer *Maggie Ross*, Captain Marshall, while *en route* from Coos Bay to San Francisco with a cargo of lumber, encountered a heavy storm, which stove in her house, carried away the boats and smokestack, and swept the decks clean. The vessel fell into the trough of the sea and became helpless and unmanageable, her engines having stopped. H. C. Anderson, the steward, received injuries from which he died December 8th, and Peter Green, second officer, was drowned. Three of the crew were rescued on the eighth by the schooner *Annie Gee;* the following day the *Webfoot* picked up the remaining survivors, and on the eleventh the steamer *Willamette Valley* towed the wreck into Yaquina Bay.

The bark *General Butler*, from Port Gamble for San Francisco, November 28th, with a million feet of lumber for the Puget Mill Company, encountered a fearful gale and broke up December 8th about one hundred miles southwest of Cape Arago. The crew left the vessel in two boats, Captain Parker and five men landing at Cape Arago on the night of December 11th in an exhausted condition. Portions of the hull and the lumber cargo hung together until December 17th, when the derelict drifted into Yaquina Bay and struck the jetty, of which it carried away about eighty feet and then went to pieces. The American schooner *Kitsap*, Capt. Henry Tibbetts, from Port Townsend for Shanghai, was caught in a typhoon and wrecked on Boridino Island, in latitude 25° 55′ north and longitude 131° 11′ west. The vessel sailed from Port Townsend, July 4th, with a million feet of lumber, and at 3:00 A. M., September 6th, struck and immediately commenced going to pieces, leaving the crew barely time to get into an eighteen-foot boat before the schooner floated away. They remained on the rocks for twenty-seven days waiting for the gale to subside. As there was no water there, Captain Tibbetts and three of his men started for the Loochoo Islands, 180 miles distant, where they arrived six days later, after having been three days without water. They were picked up by the Japanese steamer *Tatyuman*, which was dispatched by the governor of Okamana Island and had previously rescued the rest of the crew. They were taken to Kobe and thence by the *Empress of Japan* to Victoria. The Nova Scotian bark *Sarah*, Captain Greenhalgh, from Manila in ballast for Port Blakely, was wrecked on the west coast of Vancouver Island during a fog and gale November 8th. The crew left the vessel in the lifeboats, and two of the number were lost in effecting a landing through the surf. The captain, who was accompanied by his wife and baby, succeeded in reaching shore. The *Sarah* was a wooden bark of 1,142 tons register, and was seventeen years old.

The schooner *Premier*, Captain Poulsen, was wrecked on the Choumagin Islands, May 8th, with a $12,000 cargo, which was sold with the wreck for $150, the purchasers saving the schooner and nearly all of her freight. The American ship *Palestine*, Captain McCartney, from Tacoma for San Francisco with 2,500 tons of coal, struck on San Francisco bar, June 26th, receiving injuries which sent her to the bottom an hour later. The tug *Virgil T. Price*, while lying at the coal bunkers near the foot of Madison Street, Seattle, December 7th, was cut in two by the *Olympian*, Captain Anderson, and sank immediately. The *Olympian* was coming into her dock under a pretty good head and refused to answer her helm. The *Price* was afterward raised. The new *Bee*, which was equipped with the machinery from the steamer of the same name burned at Seattle in 1889, met the same fate in the Duwamish River, March 6th. She was bound for the White River, but had lost her propeller and was lying at anchor. She was owned by Capt. Ed Taylor and commanded by Capt. H. J. Gillespie. The British steamer *Alpha*, which was rebuilt from the *Richmond*, burned in 1889, went up in flames near New Westminster, September 23d. The loss was estimated at $12,000, with an insurance of $5,000. The steamer *Express* burned to the water's edge at Marshfield, September 8th. The handsome twin-screw propeller *Mary Kraft* met a similar end on Lake Washington near Yesler Avenue at 3:00 A. M., September 21st, Capt. John Anderson and Engineer Gus Neaher narrowly escaping with their lives. The steamer belonged to Captain Kraft and was valued at $13,000, with an insurance of $8,000. The steamer *Marion*, on the upper Columbia, broke away from her moorings May 20th and was carried over the rapids and broken up. The British steamer *Nellie*, while lying at anchor in Howe Sound, with no one aboard, dragged anchor in a gale March 14th, and filled and sank in deep water, becoming a total loss. The steamship *Zambesi* collided with the schooner *Fanny Dutard* on the Sound, August 23d, the *Dutard* sustaining damages amounting to several thousand dollars. The schooner *Sea Gull*, Capt. Frank White, was wrecked on the rocks near Cape St. James, May 12th, the crew escaping. The schooner *Lillie*, built at Essex in 1851, sank in Dodge's Cove, on the west coast of Vancouver Island, and became a total loss. The American bark *C. O. Whitmore*, owned by Capt. Rufus Calhoun, stranded at the entrance of Hilo harbor with half a cargo of sugar while *en route* to Honolulu in tow of a tug. She was commanded by Capt. B. H. Ward of Port Blakely. The steamer *Union*, Capt. A. W. Berry, from Anacortes for San Juan Island, foundered soon after leaving Anacortes, February 10th. The collier *Wellington*, Captain Salmond, met with two serious mishaps in 1891. April 26th, while seventy miles south of the Columbia River, *en route* for San Francisco, she lost her propeller, was unmanageable under sail, and drifted until noon of the twenty-ninth, when Cape Disappointment lighthouse was sighted, northeast by north, nineteen miles distant. At 7:30 o'clock that evening the steamship *Sussex* came alongside and offered to tow her to anchorage for salvage. This was refused, and half an hour later the steamer *Montserrat* appeared and took her in tow for San Francisco, arriving May 3d, at 10:00 P. M. Before the *Montserrat* got her hawser aboard, the British bark *Lady Elizabeth* collided with the *Wellington*, breaking one frame and cracking a plate in the forward compartment above the water line. The second accident occurred in November, when the steamer was picked up with a broken shaft November 4th and towed into Victoria by the *San Pedro*. The steamship *Abyssinia*, one of the first of the Canadian Pacific Railway's liners, burned on the Atlantic, December 16th, while *en route* from New York to Liverpool. The passengers and crew were rescued by the steamship *Spree*, all of them saving their personal effects.

Capt. W. B. Seymore

Among the deaths in marine circles in 1891 were those of Capt. Alexander P. Ankeny at Salem, March 23d, aged seventy-eight; Capt. J. C. Brittain, prominent in Puget Sound steamboat history, at Concord, June 1st, aged fifty-seven; Capt. James N. McIntosh, for the past eighteen years a Victoria pilot, at that city, February 10th, aged sixty-one; John Melville, engineer of the tug *Wallowa*, at Astoria, April 3d, aged fifty; Capt. W. C. Saunders of Tacoma, who left there to take the whaleback *C. W. Wetmore* to Liverpool, in the latter port, July 29th, aged fifty-two; Capt. J. N. Frazier, who came to the Pacific Coast on the steamer *Shubrick*, at Portland, October 19th, aged sixty-two; Capt. E. L. Marshall, who reached the Coast in the bark *Moneyick* in the sixties, lost overboard from the steamer *Arago* while *en route* from San Francisco to Marshfield, August 18th; Capt. George A. Cushman, for a long time master of the Puget Sound steamer *Comet* and who built the *Lillie* for the White River trade, at Ellensburgh, August 23d; and Captain Lyons, well known in the Northwest as commander of the steamships *Active*, *Orizaba* and *Victoria*, at San Francisco, March 23d. Capt. William Renton, a very prominent figure in the lumber and marine business on Puget Sound, passed away July 18th. He was a native of Pictou, Nova Scotia, and arrived at San Francisco in his own ship *Mary and Jane* in 1850, going from there to Puget Sound. Capt. John L. Butler, one of the oldest pilots on Puget Sound, died at Port Townsend, aged sixty-one. In the early days of steamboating on these waters he served on the old steamers *Constitution*, *Eliza Anderson* and *Wilson G. Hunt*, and was also pilot on the United States steamship *Massachusetts*.

After a long period of remarkable prosperity the Oregon Railway & Navigation Company's steamboat interests on Puget Sound were abandoned in 1892. The company was now controlled by the Union Pacific, who had delegated the care of their water lines to Capt. B. F. Pegram. The *D. S. Baker* and all other marine property owned by the company was removed from the middle river, and a few months later, when the high water prevented the operation of their railroad, the company suffered a daily loss of several hundred dollars because of having no boat to handle business between the Cascades and The Dalles. A disagreement with employees regarding the value of their services ensued upon the inauguration of the new management, and a large fleet of grain vessels anxious to pass in and out of the Columbia was delayed for several weeks pending the settlement of the difficulty, which was not satisfactorily adjusted until the tug *Relief* came up from San Francisco and commenced towing on the bar, shipmasters in many cases paying her after the Union Pacific had collected for towage in and out. When the Sound routes were abandoned the *Emma Hayward* was towed to the Columbia by the tug *Escort*, arriving at Astoria in September, and the *Hassalo* was taken round by Capt. Cyrus Herriman in August. Capt. E. J. Rathbone, who had ably filled the position of port captain on the Sound, remained in charge a short time, and then chartered one or two steamers and secured the mail contract to Bellingham Bay. The old sidewheeler *Idaho* was bought by Capt. Joseph Hastings, who had brought the whaleback *C. W. Wetmore* out the previous year. He operated her for a short time and then sold her to Capt. C. D. Brownfield. Before leaving the Sound the Union Pacific made a traffic arrangement with the Puget Sound & Alaska Steamship Company, who have since handled their business. Capt. D. B. Jackson, who had organized the latter company, disposed of his holdings to the Northern Pacific in October, and was succeeded as superintendent by Walter Oakes. The steamers of the company have since been operated as part of the Northern Pacific Railroad system. This corporation was not the only bidder for the business abandoned by the Union Pacific, and a division of the trade was made by giving the Canadian Pacific Navigation Company the Whatcom, and the Hastings Steamboat Company the Port Angeles and Neah Bay route.

Puget Sound's marine commerce, which less than a generation before had been handled by a fleet of vessels whose combined tonnage for a year was less than that of the arrivals for a single day in 1892, had registered, at the Port Townsend custom-house, in addition to a large number of vessels coming from foreign and California ports, the following craft as belonging to the Puget Sound district. The net tonnage, year and place where built, and sole or managing owner's name, are also given: Steamship *Alice Blanchard*, 349.70, 1890, Tacoma, W. G. Heller; steamers *Angeles*, 44.25, 1889, Port Angeles, L. B. Hastings; *Biz*, 40.27, 1881, Arcadia, Edward Miller; *Brick*, 34.55, 1883, Seattle, J. W. Tarte; *Buckeye*, 24.78, 1890, Seattle, O. J. Wallace; *City of Quincy*, 195.40, 1878, Portland, Walter Oakes; *Challenger*, 25.99. 1885, Seattle, Oscar Holm; *Columbia*, 377.94, 1891, Little Dalles, George M. Martin; *Cyrus Walker*, 154.25, 1864, San Francisco, Cyrus Walker; *Daisy*, 97.87, 1880, Seattle, Walter Oakes; *Discovery*, 55.15, 1889, Port Townsend, L. Rothschild; *Detroit*, 61.38, 1889, Detroit, W. P. Sayward; *Dispatch*, 62.14, 1890, Seattle, L. Henspeter; *Edna*, 19.53, 1882, Seattle, H. M. Race; *Edith*, 135.99, 1882, San Francisco, Walter Oakes; *Eliza Anderson*, 197.49, 1859, Portland, Walter Oakes; *E. W. Purdy*, 83.82, 1888, Utsalady, W. K. Merwin; *Enterprise*, 18.83, 1891, Port Townsend, L. B. Hastings; *Evangel*, 97.43, 1882, Seattle, W. S. Mann; *Favorite*, 269 53, 1868, Utsalady, W. P. Sayward; *Francis Cutting*, 59.79, 1889, San Francisco, L. F. Gault; *Grace*, 27.22, 1880, Seattle, W. B. Seymore;[14] *Garland*, 60.33, 1890, Port Townsend, L. B. Hastings; *Goliah*, 235.86, 1849, New York, Cyrus Walker; *Harry Lynn*, 45.51, 1881, Tacoma, J. S. McMillan; *Isabella*, 43.39, 1889, Port Hadlock, Robert Airey; *J. M. Coleman*, 43.17, 1887, Seattle, J. M. Coleman; *J. E. Boyden*, 53.08, 1888, Seattle; *J. R. McDonald*, 214.82, 1890, Ballard, C. H. Pennington; *J. C. Brittain*, 96.86, 1885, Seattle, E. E. Caine; *Kootenai*, 268.52, 1885, Little Dalles, Wash., H. M. McCartney; *Katie*, 27.75, San Francisco, W. H. Hansen; *Lottie*, 30.17. 1882, Cypress Island, S. Sweeney; *L. J. Perry*, 39.98, 1875, Port Gamble, S. Baxter; *Michigan*, 21.05, 1885, Portland, James Nugent; *Meta*, 25.48, 1888, Lake Bay, Wash., C. O. Lorenz; *Mogul*, 61.60, 1886, Tacoma, J. H. Stetson; *Mabel*, 114.79, 1889, Seattle, E. A. Swift; *Mystic*, 27.23, 1881, Eagle Harbor, H. H. Morrison; *Monticello*, 174.92, 1892, Ballard, Z. J. Hatch; *Nellie*, 55.03, 1876, Seattle, John A. Campbell; *Occident*, 44.01, 1890, Ballard, F. O. Woodward; *Politkofsky*, 174.89, 1866, Sitka, William Renton; *Pearl*, 53.91, 1884, Seattle, A. J. Edwards; *Phantom*, 28.11, 1868, Port Madison, W. H. Stimson; *Perhaps*, 5.65, 1891, Seattle, G. E. Budlong; *Puritan*, 14.18, 1887, Portland, D. Drysdale; *Queen City*, 33.66, 1883, Seattle, W. C. Stetson; *Rapid Transit*, 82.33, 1891, Port Hadlock, E. E. Caine; *Rosie Olsen*, 33.05, 1886, East Portland, N. Hodgson; *Richard Holyoke*, 90.94, 1877, Seabeck, E. P. Blake; *Rainier*, 51.54, 1877, Seattle, O. J. Carr; *Saranac*, 9.70, 1878, Whatcom, J. W. Blake; *Shoo Fly*, 27.32, 1881, Coupeville, H. J. Auly; *Sarah M. Renton*, 68.57, 1889, Port Blakely, William Campbell; *Susie*, 42.12, 1879, Seattle, W. S. Bowen; *San Juan*, 23.49, 1887, East Portland, George E. Hall; *S. L. Mastick*, 106.50, 1869, Port Discovery, W. C. Hammond; *Seattle*, 6.52, 1881, Seattle, W. R Tarte; *Triumph*, 66.97, 1889, Lynden, C. M. Maltby; *Tacoma*, 128.42, 1876, San Francisco, E. P. Blake; *Tyee*, 158.17, 1884, Port Ludlow, E. P. Blake; *Utsalady*, 33.26, 1884, Utsalady, John M. Collins; *W. F. Munroe*, 99.81, 1883, Seattle, E. W. Smith; *W. K. Merwin*, 166.04, 1883, Seattle, Walter Oakes; *Washington*, 193.08, 1881, Vaucouver, Walter Oakes; *Wasp*, 15.66, 1890, Eagle Harbor, A. P. Spaulding; *Wanderer*, 125.01, 1890, Port Blakely, E. P. Blake; *Wildwood*, 26.79, 1884, Portland,

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[14] Capt. W. B. Seymore was born in New Hampshire in 1850, and after coming west engaged in steamboating on the Colorado River. He went from there to Puget Sound, where he ran for a short time on the steamer *Linden*, going from her to the *J. B. Libby* and a number of other well known Puget Sound steamers. He has been interested in several boats as owner and part owner and has always been very successful in operating them. At the present time he is running the steamer *Grace* out of Seattle, and makes his home at Chico, Kitsap County, Wash.

L. B. Hastings; *Yakima*, 173.54, 1874, Port Gamble, Cyrus Walker; *City of Kingston*, 816.35, 1884, Wilmington, Del., Walter Oakes; *City of Seattle*, 912.73, 1890, Philadelphia, Walter Oakes; *Pioneer*, 80.48, 1887, Philadelphia, E. P. Blake; *Chinook*, 10.82, 1889, Astoria, H. A. Williams; *Fleetwood*, 67.70, 1881, Portland, U. B. Scott; *Flyer*, 280.44, 1891, Portland, U. B. Scott; *George E. Starr*, 336.63, 1879, Seattle, W. W. Cotton; *Hassalo*, 350.85, 1880, The Dalles, W. W. Cotton; *Idaho*, 178.82, 1860, Cascades, W. W. Cotton; *Maid of Oregon*, 91.88, 1888, Astoria, B. Grounds; *North Pacific*, 345.46, 1871, San Francisco, W. W. Cotton; *Rabboni*, 48.61, 1865, San Francisco, P. B. Cornwall; *Sehome*, 615.21, 1889, Portland, W. W. Cotton; *Collis*, 102.77, 1889, San Francisco, F. S. Douty; *Premier*, 602.05, 1887, San Francisco, E. W. Spencer; *Advance*, 46.52, 1889, Whatcom, Samuel Lindsey; *Al Ki*, 48.69, 1889, Seattle, C. Van Horn; *A. R. Robinson*, 43.56, 1890, Brooklyn, R. S. Robinson;[15] *Annie M. Pence*, 95.15, 1890, Lynden, C. M. Maltby; *Colfax*, 83.30, 1865, Seabeck, Marshall Blinn; *City of Seattle*, 186.96, 1888, Portland, Thomas Ewing; *Cascade*, 64.54, 1884, Seattle, John Watson; *City of Aberdeen*, 138.27, 1891, Aberdeen, Thomas Tew; *Clan McDonald*, 118.13, 1891, Aberdeen, G. S. Thomas; *C. C. Calkins*, 29.85, 1890, Seattle, L. F. Menage; *Clara Brown*, 111.86, 1886, Tacoma, J. F. Copley; *City of Ellensburg*, 188.92, 1888, Pasco, W. R. Abrams; *City of Stanwood*, 124.81, 1892, Stanwood, Robert Airey; *Delta*, 53.45, 1888, Stanwood, J. R. Thompson; *Elfin*, 22.91, 1891, Pontiac, J. F. Curtis; *Estella*, 20.22, 1885, Tacoma, L. F. Cook; *Ellis*, 199.28, 1891, Ballard, W. H. Ellis; *Fannie Lake*, 118.81, 1875, Seattle, J. Green; *Florence Henry*, 79.66, 1891, Ballard, P. Larsen; *Forsaken*, 46.04, 1891, Seattle, E. E. Caine; *Fairhaven*, 240.57, 1889, Tacoma, W. O. Chapman; *Greyhound*, 166.96, 1890, Portland, F. W. Goodhue; *Glide*, 78.54, 1883, Seattle, J. F. Vanderhoof; *Henry Bailey*, 209.59, 1888, Tacoma, W. O. Chapman; *Iola*, 26.22, 1885, Big Skookum, Thomas Redding; *Josephine*, 64.53, 1878, Seattle, M. L. Lewis; *Kirkland*, 117.65, 1882, Lake Washington, A. F. Hass; *Louise*, 129.77, 1883, Seabeck, E. P. Blake; *Lena Maud*, 36.48, 1887, Lake Washington, L. A. Richardson; *Lizzie A.*, 33.88, 1890, Henderson Bay, C. Brotsch; *Lillie*, 86.80, 1887, Seattle, N. Hartman; *Messenger*, 90.11, 1876, Olympia, H. Winchester; *Multnomah*, 278.25, 1885, East Portland, Samuel Willey; *Mamie*, 43.03, 1887, Snohomish, H. A. Jones; *Mary Kraft*, 36.60, 1890, Seattle, Charles Kraft; *Margey*, 194.41, 1885, Portland, W. L. Stetson; *Monte Cristo*, 126.08, 1891, Ballard, Henry Carstens; *Mountaineer*, 52.94, 1883, Chinook, C. D. Stimson; *Mollie Bleeker*, 238.72, 1889, Tacoma, A. F. McLaine; *May Queen*, 47.99, 1886, Seattle, Peter C. Kildell; *Mary F. Perley*, 127.58, 1888, Point Williams, Thomas Redding; *Nootsack*, 35.93, 1888, Lynden, Eugene T. Smith; *Otter*, 104.27, 1874, Portland, R. G. Brown; *Rip Van Winkle*, 21.08, 1877, Astoria, D. N. Holden; *State of Washington*, 449.68, 1889, Tacoma, W. O. Chapman; *Skagit Chief*, 241.17, 1887, Tacoma, W. O. Chapman; *Snoqualmie*, 69.87, 1890, Seattle, City of Seattle; *Doctor*, 20.25, 1890, Olympia, John Cromb; *Virgil T. Price*, 21.07, 1892, Seattle, F. N. Price; *Willie*, 55.94, 1883, Seattle, Samuel L. Willey; *Wasco*, 214.59, 1887, Hood River, Samuel A. Hoyt; *Zephyr*, 109.75, 1871, Seattle, William Hansen; *Bailey Gatzert*, 444.32, 1890, Ballard, U. B. Scott; *Thomas L. Nixon*, 477.48, 1888, Pasco, A. W. Kreek; *Abe Perkins*, 8.19, 1890, Seattle, R. W. Riddle; *Alta*, 5.81, 1890, Eagle Harbor, John Russell; *Albert Lea*, 10.38, 1888, Gig Harbor, C. S. Bridges; *Augusta*, 12.70, 1882, Seattle, J. A. Finch; *Bessie*, 8.25, 1886, Tacoma, George S. Brown; *Blue Star*, 16.25, 1892, Tacoma, Peter Foss; *City of Latona*, 12.01, 1890, Seattle, O. Mitchelson; *Des Moines*, 15.75, 1889, Tacoma, M. C. Wright; *Duck Hunter*, 7.18, 1885, Utsalady, W. J. Cattel; *E. M. Gill*, 13.55, 1895, Vaughn, John C. Gill; *Edith E.*, 16.03, Houghton, A. F. Haas; *Halys*, 6.82, 1886, Astoria, M. G. Buckley; *Favorite*, 17.11, 1888, Vashon Island, H. N. Morrison; *Hornet*, 7.61, 1890, Seattle, A. P. Spaulding; *Jessie*, 5.91, 1881, Seattle, George S. Allen; *Katherine*, 14.25, 1890, Pontiac, J. C. O'Connor; *Latona*, 13.19, 1890, Seattle, C. P. Stone; *Laura*, 8.10, 1891, Alaska, M. L. Sprague; *Mocking Bird*, 15.79, 1889, Tacoma, E. D. Ferris; *Mayflower*, 16.04, 1894, Seattle, W. J. Stevenson; *Maggie H. Yarro*, 10.86, 1892, Seattle, J. M. Downs; *Mikado*, 19.90, 1886, Portland, C. E. Bergman; *Progress*, 8.41, 1891, Aberdeen, D. W. Dobbins; *Portland*, 16.22, 1883, Portland, M. C. Thompson; *Quickstep*, 11.89, 1882, Astoria, O. H. Hansen; *Regie*, 10.45, 1890, Chicago, M. Bell; *Rustler*, 15.33, 1887, Hoquiam, G. H. Emerson; *Success*, 6.57, 1886, Utsalady, Frank Mayo; *Sophia*, 16.54, 1884, Lake Bay, F. W. Bibbins; *Tillie*, 16.76, 1883, Seattle, J. A. Carr; *Violet*, 8.56, 1887, Seattle, W. J. Stevenson; *Cyrene*, 15.03, L. J. Coleman; barks *Ceylon*, 646.95, 1856, Boston, Rufus Calhoun; *Carondelet*, 1,376.03, 1872, Newcastle, Me., Cyrus Walker; *Cowlitz*, 740.22, 1881, Bath, Me., Cyrus Walker; *Fresno*, 1,187.02, 1874, Bath, Me., Cyrus Walker; *Matilda*, 819.32, 1857, Searsport, Me., Rufus Calhoun; *Richard III.*, 954.08, 1859, Portsmouth, N. H., James McIntyre; *Topgallant*, 1,228.61, 1863, East Boston, Mass., William Renton; *Coryphene*, 771.01, 1878, Millbridge, Me., G. W. Hume; *Enoch Talbot*, 1,193.52, 1889, San Francisco, E. E. Kentfield; *Hope*, 758.76, 1862, Bucksport, Me., W. E. Hollaway; *Melrose*, 943.70, 1863, East Boston, Mass., J. Schoenfield; *Snow & Burgess*, 1,577.57, 1878, Thomaston, Me., A. P. Lorentzen; *Harvester*, 1,428.32, 1875, Bath, Me., A. P. Lorentzen; *Arcturus*, 1,007.21, 1866, Kennebunk, Me., E. P. Blake; *Arkwright*, 1,209.95, 1855, Portsmouth, N. H., Cyrus Walker; *Bonanza*, 1,292.72, 1875, Bath, Me., Cyrus Walker; *Canada*, 1,144.66, 1859, Bath, Me., W. H. Hanson; *James Cheston*, 948.45, 1854, Baltimore, Cyrus Walker; *Mary Glover*, 700.70, 1849, Boston, C. A. Moore; *Nonantum*, 1,099.59, 1866, Newburyport, Mass., H. L. Yesler; *Northwest*, 489.52, 1868, Port Madison, H. L. Yesler; *Oakland*, 507.72, 1865, Bath, Me.,

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[15] Richard S. Robinson, engineer, was born in New York in 1866 and commenced his marine work on the Atlantic Coast when a boy. He came to the Pacific Coast in 1885 and was first engaged on the tug *Tacoma* as deckhand and afterward on the *Mogul* and *Zephyr*, and as fireman on the steamers *Eliza Anderson* and *Idaho*. In 1891 he built the steamer *A. R. Robinson*, with which he has since been connected.

W. P. Sayward; *Palmyra*, 1,299.39, 1876, Bath, Me., Cyrus Walker; *R. K. Ham*, 541.83, 1874, Port Blakely, William Renton; *Sagamore*, 1,274.46, 1856, Portsmouth, N. H., Cyrus Walker; *Shirley*, 996.62, 1850, Medford, Mass., W. H. Hanson; *Tidal Wave*, 573.24, 1869, Port Madison, H. L. Yesler; *Vidette*, 585.86, 1864, Bath, Me., H. L. Yesler; *Memnon*, 806.66, 1858, Boston, Leon Blum; *Templar*, 910.48, 1858, Medford, Mass., J. D. Cornwall; ships *Guardian*, 1,072.55, 1863, Damariscotta, Me., E. P. Blake; *Prussia*, 1,172.03, 1868, Bath, Me., William Renton; *Belle O'Brien*, 1,807.77, 1875, Thomaston, Me., Edward O'Brien; *Commodore*, 1,909.06, 1879, Yarmouth, Me., N. A. Boole; *Eclipse*, 1,535.53, 1878, Bath, Me., Andrew Anderson; *C. F. Sargent*, 1,638.21, 1874, Yarmouth, Me., George E. Plummer; *Valley Forge*, 1,226.35, 1862, Pittston, Me., W. A. Boole; *Dashing Wave*, 1,012.14, 1853, Portsmouth, N. H., W. H. Hanson; *Jeremiah Thompson*, 1,831.25, 1854, Williamsburg, N. Y., C. A. Moore; *Mercury*, 1,098.38, 1851, New York, William Renton; barkentines *Amelia*, 378.07, 1870, Coos Bay, J. A. Campbell; *Charles F. Crocker*, 812.59, 1890, Alameda, John Simpson; *Catherine Sudden*, 367.57, 1878, Port Ludlow, E. N. Holmes; *George C. Perkins*, 369.18, 1880, Coos Bay, H. Ackerman; *John Smith*, 564.53, 1882, Port Blakely, E. Nelson; *Katie Flickinger*, 448.84, 1876, Seattle, S. B. Peterson; *Modoc*, 429.78, 1873, Utsalady, P. Basch; *Wrestler*, 447.13, 1880, Port Ludlow, W. G. Hall; *J. M. Griffiths*, 574.98, 1882, Seabeck, E. P. Blake; *Klickitat*, 468.59, 1881, Coos Bay, Cyrus Walker; *Retriever*, 530.82, 1881, Seabeck, E. P. Blake; brig *Ludlow*, 418.76, 1889, Port Gamble, J. H. Stetson; schooners *American Ranger*, 21.66, 1887, Dewatto, Karl Halyer; *C. C. Perkins*, 25.38, 1874, Seattle, Dokobiss (Indian); *Cora May*, 12.43 1888, Seattle, C. W. Carter; *Emily*, 19.22, 1884, Deception Pass, Benjamin Ure; *Jennie*, 15.03, 1875, San Francisco, John Elwood; *Nootka*, 10.03, 1886, Port Blakely, Indian Charley; *North Star*, 8.53, 1889, San Juan, B. S. Hanna; *Rustler*, 46.05, 1883, East Sound, J. N. Fry; *Siena*, 26.49, 1854, Marysville, Cal., Thomas Carlyle; *Spokane*, 613.43, 1890, Port Blakely, Cyrus Walker; *Teaser*, 33.27, 1874, Cascades, Or., S. Baxter; *Alice Cook*, 732.07, 1891, Port Blakely, A. H. Higgins; *Carrier Dove*, 672.19, 1890, Jacob Jensen; *Cornelius*, 14.17, 1884, San Francisco, William Ellis; *Governor Ames*, 1,689.84, 1888, Waldborough, Me., C. H. Davis; *King Cyrus*, 667.19, 1890, Port Blakely, James Tuft; *Louis*, 819.80, 1888, North Bend, Or., Samuel Perkins; *Prosper*, 562.54, 1891, Port Blakely, H. Madison; *Peerless*, 232.65, 1878, Garden City, Or., James Tuft; *Robert Searles*, 578.05, 1888, Port Blakely, James Tuft; *Sophia Sutherland*, 148.97, 1889, Tacoma, C. E. S. Wood; *William F. Witzmann*, 449.55, 1887, Fairhaven, Cal., James Madison; *Anaconda*, 40.09, 1891, Seattle, Andrew Lawson; *Allie I. Alger*, 75.45, 1886, Seattle, J. C. Nixon; *Emmett Felitz*, 30.93, 1891, Seattle, Fred E. Sander; *George White*, 35.72, 1890, Port Madison, J. Chenowith; *Henry Dennis*, 91.55, 1883, Essex, Mass., J. C. Nixon; *Helen*, 27.82, 1892, Seattle, E. Simpson; *James G. Swan*, 44.33, C. Peterson; *Lottie*, 28.69, 1868, Utsalady, J. Clapanhoo; *Maggie*, 30.26, 1878, Samish, G. F. Hess; *Moonlight*, 68.22, 1890, Siuslaw, Al Ingles; *Mary Parker*, 58.50, 1876, Utsalady, W. Irving; *Matilda*, 25.21, 1892, Port Angeles, P. F. Nordy; *Osprey*, 34.53, 1892, Ballard, J. W. Sutton; *Prosper*, 23.20, 1892, Anacortes, George Linn; *Willard Ainsworth*, 40.02, 1892, Seattle, W. O. Decker; *G. W. Watson*, 430.15, 1890, Fairhaven, Albert Rowe; *Lena Sweazey*, 243.85, 1883, Eureka, Cal., W. J. Sweazey.

Steamer "Georgie Oakes" on Cœur d'Alene Lake

The following small schooners and sloops are also registered at Port Townsend: *Wave*, *Young & Marble*, *Alexandra*, *Amateur*, *Annie Gray*, *August Anine*, *Annie*, *Alice*, *Anna*, *Battie*, *Birdie*, *Big Six*, *Cora*, *Clara Bell*, *Caroline*, *Commodore*, *Dart*, *Echo*, *Enterprise*, *Fearless*, *Finland*, *Flora*, *Gypsy*, *Gyda*, *Hero*, *Industry*, *Idler*, *Juno*, *Lady George*, *Lillie*, *Lillian Starr*, *Marguerite*, *Mist*, *Margaret*, *Maring*, *Mayflower*, *Morning Star*, *McLaren*, *Mary E.*, *Never Touched Me*, *Never Mind*, *Ohio*, *Olof Johnson*, *Pilgrim*, *Puritan*, *Prospector*, *Rockaway*, *Sehome*, *Sunfish*, *Schuttee*, *Sea Gull*, *Tyee*, *Top*, *Venia*, *Vivian*, *Viola*, *W. & F.*, *Wabash*, *Wanderer*, *Escort* and *Marjorie*. The figures given as year when built are taken from the records, but in a few cases apply to the year when the vessel was last rebuilt.

Of the foregoing fleet the following vessels were built on the Sound this year: At Ballard—the sternwheeler *Florence Henry*, seventy feet long and eighteen feet beam, for Capt. T. H. McMillan,[16] in twenty-five days, by

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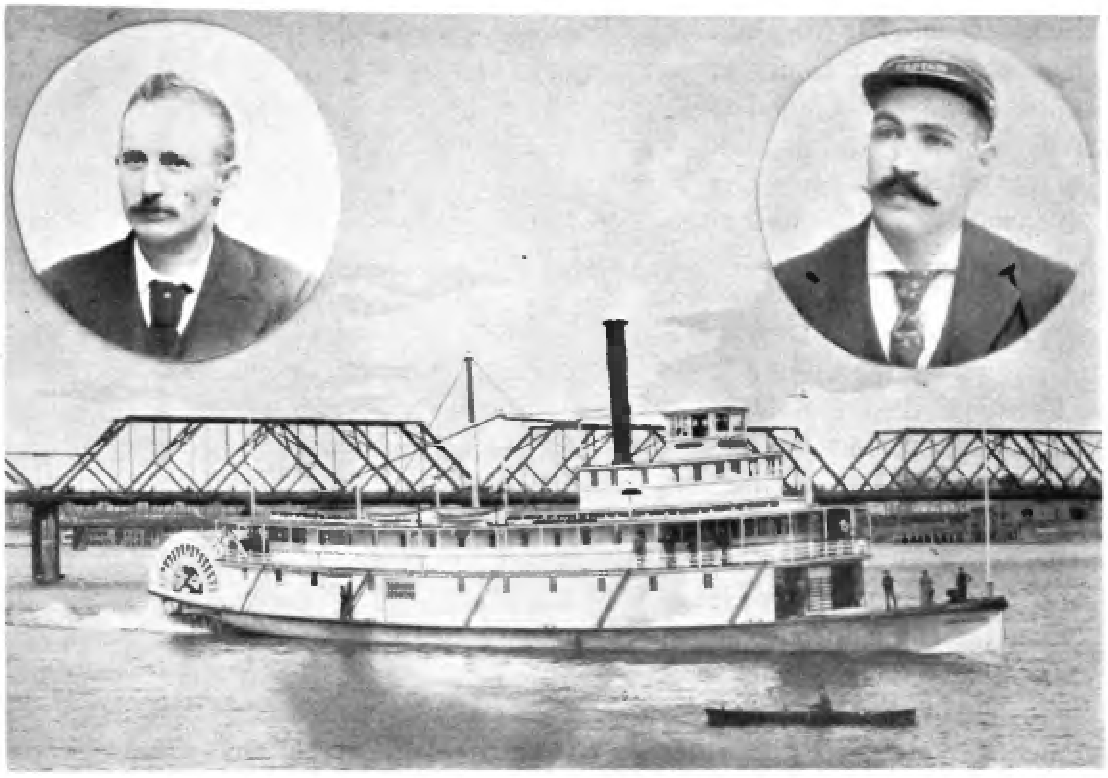
[16] Capt. T. H. McMillan of Snohomish, Wash., was born in Oregon in 1858 and commenced steamboating on Puget Sound as deckhand on the steamer *Comet* in 1878. He afterward ran as mate on the steamers *Josephine*, *Gem*, *Lillie*, *City of Quincy* and *Cascades*, and was also master of the latter steamer and the *Gleaner*. He constructed the steamers *Mamie* and *Indiana*, which he operated on the Skagit route, afterward taking charge of the *Florence Henry*. About two years ago he completed the steamer *Echo*, which he has since handled.

John J. Holland; the *Monticello*, a propeller one hundred and thirty feet long, with triple compound engines twelve, eighteen and twenty-eight and one-half by fourteen inches, for Z. J. Hatch & Brother by E. Sorensen; the *Island Belle*, length one hundred and one feet, beam twenty-six feet, and depth of hold seven feet one inch; the *Beaver*, a propeller forty-eight feet six inches long, fifteen feet beam, and six feet hold; the *Stimson*, forty-nine feet long, fourteen feet beam, and four feet nine inches hold; the *Augusta*, length forty-four feet, beam eleven feet, and depth four feet five inches. At Seattle—the sternwheeler *Ellis* for Capt. W. H. Ellis, who operated her until December, 1893, when she was destroyed by fire at Sydney, Wash.; the *Winifred*, and the steam launches *Guy*, *Laura*, *Milton* and *Lemolo*. At Tacoma—the *Blue Star*, length fifty-five feet, beam thirteen feet six inches, depth five feet three inches, and the launches *Edith M.* and *Freda*. Robert Airey constructed the handsome little steamer *City of Stanwood* at Stanwood, running her between there and Seattle. She was one hundred and one feet long, twenty-four feet three inches beam, and five feet three inches hold, and performed excellent service until January, 1894, when she was destroyed by fire at Port Susan. The *Minnie M.*, length sixty-five feet, beam fifteen feet six inches, and depth three feet, was built at Snohomish; the *Progress*, a propeller thirty-three feet long, at Aberdeen; the *Toiwo*, of about the same dimensions, at Gray's Harbor; and the *Thistle*, forty-seven feet long, nine feet beam, and three feet six inches hold, at Hoquiam.



HENRY PAPE STEAMER "SARAH DIXON" CAPT. GEORGE M. SHAVER

A large sternwheeler, equipped with all modern appliances, was put together at St. Michael's Island, eight hundred miles north of Unalaska. The framework was constructed at Capt. J. J. Holland's yard in Ballard, and, with the machinery, ways and equipments, placed aboard the steam schooner *Alice Blanchard*, Capt. Frank Worth, which sailed from Seattle, July 6th, with Captain Holland and ship carpenters Joseph Pickard, William Kehal, Ed Holsworth, J. Harrigan, Samuel Crosset, A. Trudell, William Forrester, John McMullin, J. Grant, O. Nelson, William McConnell, and four others. They were accompanied by P. B. Weare, president, and Capt. J. J. Healey, manager, of the North American Transportation & Trading Company, owners of the steamer, and Capt. J. C. Barr, who was to take command. The *Alice Blanchard's* machinery became disabled on the trip, and she was twenty-seven days reaching the island, which is one of the Aleutian group. The Alaska Commercial Company had a trading station there and refused to give the new arrivals a site on which to complete the steamer; but they afterward found a place on the east side of the island, and, after constructing a forty-foot scow, succeeded in landing their machinery and merchandise and commenced work on the steamer August 11th, launching her September 15th. She was christened the *P. B. Weare* and at once started on her trip of sixteen hundred miles up the Yukon River to Forty-mile Creek. The mouth of the Yukon was sixty miles from St. Michael's Island, which was the only harbor north of Unalaska in Bering Sea. The nearest timber was one thousand miles up the Yukon, steamers plying on the lower portion of that river depending for fuel on driftwood caught by the Indians. The *P. B. Weare*, which is the largest steamer on the river, is one hundred and seventy-five feet long, twenty-eight feet beam, and four feet six inches hold, and the next in importance is the *Arctic*, a sternwheeler of about 175 tons. The *Yukon*, *St. Michael*, *New Racket*, *Explorer* and *Cora* are smaller steamers plying on the lower part of the river. The Northern Pacific Railroad Company, which had purchased the steamboat interests of Capt. I. B. Sanborn on Lake Cœur d'Alene, in 1892 replaced the pioneer steamer *Cœur d'Alene* with the *Georgie Oakes*, length one hundred and fifty feet and beam twenty-eight feet, with engines sixteen by seventy-two inches. She was designed by Capt. I. B. Sanborn, and every detail of her construction was under his personal supervision. The result was one of the fastest steamers in the Northwest, covering with ease eighteen miles an hour. She has been regularly engaged between Cœur d'Alene and the old Mission, making a daily round trip, handled by Captain Sanborn, with J. L. Campbell, pilot, and George W. Groves,[17] engineer.

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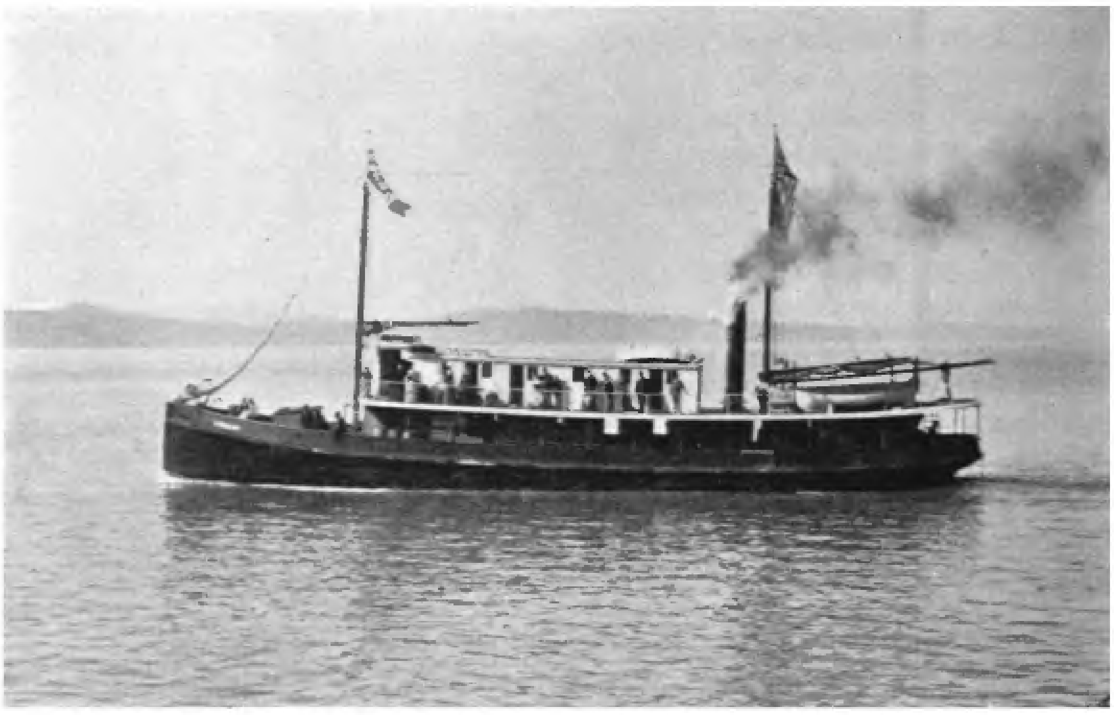
[17] George W. Groves, engineer, was born in Columbus, Ohio, in 1867, and commenced his marine service on the *General Sherman* on Lake Cœur d'Alene in 1886. He was afterward on the steamers *Amelia Wheaton* and *Kootenai* and is at present chief engineer of the *Georgia Oakes*.

Inspectors Edwards and McDermott of the Willamette district had their field extended far into the interior in 1892, when the sternwheeler *Annerly* was launched at Jennings, Mont., to ply on the Kootenai River between that place and Fort Steele. The steamer was about one hundred tons burden and was owned by Jones & Depuy. Capt. J. D. Miller had command in 1894. The sternwheeler *State of Idaho*, the best steamer yet constructed on the Kootenai, was also built for that trade in 1892, at Bonner's Ferry, by Depuy, Lannen & Rutter. On her first trip she ran ashore near Ainsworth, B. C., receiving slight damages to her bow, which caused her to sink. The captain called a survey, and, deeming her a hopeless wreck, sold her at auction. She was bid in by a passenger for $350, although she had cost over $20,000. The fortunate purchaser was offered several thousand dollars for his bargain by the Columbia & Kootenai Steam Navigation Company, but became excited over his good luck and determined to raise her himself. Knowing nothing about the business, he spent a small fortune before she was again afloat. Legal complications then arose, and as late as December, 1894, the steamer was still tied up at Nelson. The Shavers, who had completed the *G. W. Shaver* to handle their increasing business on the Clatskanine route a few years ago, in 1892 increased their fleet with the *Sarah Dixon*, one of the most perfectly equipped steamers for her size on the river. She was one hundred and forty-five feet long, twenty-six feet beam, and six feet hold, with engines fourteen by eighty-four inches, and was equipped with steam steering gear, hoisting engines, electric lights and all modern appliances, costing complete $35,000. The hull was built by Johnson & Olson, the cabin by Capt. Charles Bureau, the engines were from the Iowa Iron Works of Dubuque, and the boiler was made by James Monks of Portland. George M. Shaver[18] was placed in charge, with Henry Pape, chief engineer. The steamer was on the Clatskanine route until 1894, when she commenced running to Astoria. The Oregon City Transportation Company added to their fleet the *Ramona*, a sternwheeler one hundred feet long, eighteen feet three inches beam, and five feet hold, with engines eleven and one-quarter by thirty-six inches. She was fitted out especially for passenger service and had the finest cabin of any steamer on the Willamette. She remained in the Oregon City trade until 1894, when she commenced running on the upper Willamette. Capt. A. J. Spong has commanded her most of the time since her completion, with Horace Campbell, chief engineer, and E. Wynkoop, purser. The *Hattie Belle*, length one hundred and ten feet, beam twenty-four feet, and depth of hold four feet five inches, was constructed at Portland by Capt. M. A. Hackett, who operated her as a towboat until 1894, when she was secured by the Hosfords, who used her on the Cascade route in connection with the *Ione*, which was frequently on the bottom of the river. John H. Dove and brother built the sternwheeler *R. C. Young* at Salem in 1892. She was handled by Capt. Robert C. Young until July 22d, when she burned to the water's edge at Dove's Landing.



STEAMER "CHILKAT"

DAVID MORGAN

The *Bismarck*, one hundred and four feet long, twenty feet beam, and four feet four inches hold, with engines eleven by thirty-six inches, was completed in 1892 for the Lewis and Lake rivers trade. She was so poorly constructed that she soon bankrupted her builder and for the past two years has been jobbing around Portland in charge of a receiver. The propeller *Young America*, length eighty-eight feet, beam thirteen feet, depth four feet five inches, with engines eleven and one-fourth by ten inches, was launched at Portland and has since been operated in the towing and jobbing trade by Capt. James Good. On the lower Columbia the propeller *Grace* was set afloat at Skamockawa by Colwell Brothers, the *Queen* by William Worsley & Co., and the *E. L. Dwyer* by William Rehfield. The latter is sixty feet long, seventeen feet beam, and five feet nine inches hold, with engines ten and twelve by twelve inches, and the *Queen* is sixty-four feet long, sixteen feet beam, and six feet two inches hold, with engines twelve by twelve inches. The propeller *Irma* was built at Hood River by Capt. H. C. Coe, the *Inland Star* at The Dalles by J. W. Condon, the *Carrie F.* at Kelso, the *Volanta* at Oneatta for service on Yaquina Bay, and the *Fawn* at Marshfield. The steamer *Chilkat*, which Capt. David Morgan constructed at Astoria for work in connection with his cannery, was rebuilt at Portland in 1892 and equipped with passenger accommodations. She is one hundred and five feet long, twenty feet five inches beam, and seven feet five inches hold, and soon after completion commenced running to Alaska, where her owner was interested in one of the largest canneries, which furnished sufficient business to pay her running expenses. Passenger rates were reduced, and, as the steamer was speedy and comfortable, she made serious inroads in the revenues of the Pacific Coast Steamship Company, and, unlike any opposition they had hitherto encountered, could not be bought or run off the route. Capt. Charles Carlsen handled her until 1894, when he died suddenly at Seattle. He was succeeded by H. A. Matthews, and recently J. W. McAllep has had charge. L. Jensen has been pilot for the past few years.

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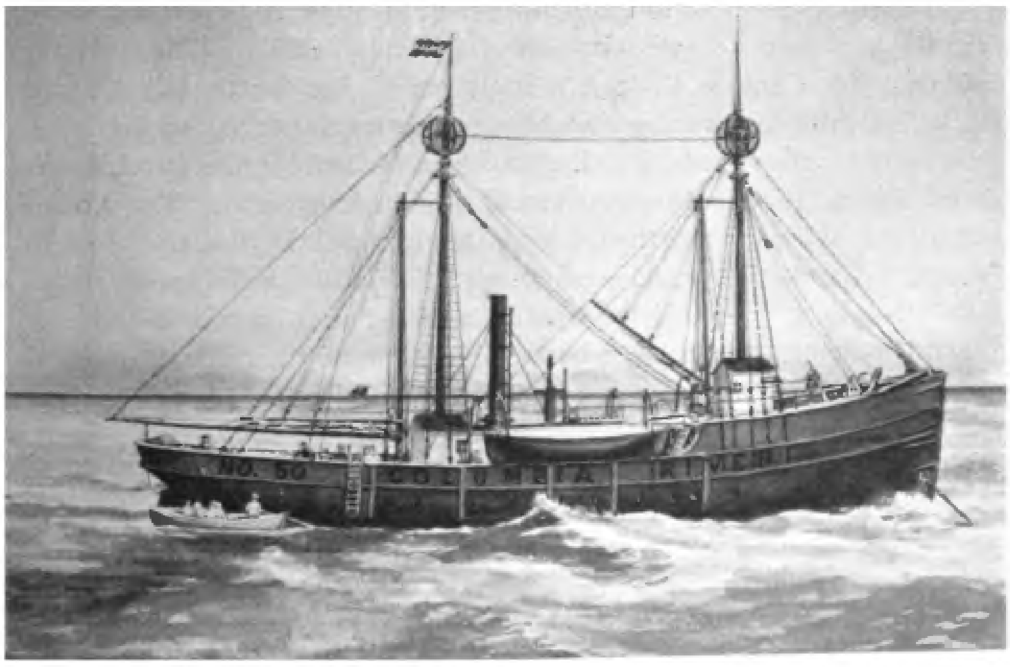
[18] Capt. George M. Shaver was born in Portland, Or., in 1865, and began steamboating in 1884 with his brother, Capt. James Shaver, on the *Manzanillo* as deckhand and then as mate. He took command of the *Manzanillo* in 1886 and ran alternately as master and purser until the building of the *George W. Shaver*. He was engaged as purser on the new steamer until the *Sarah Dixon* was completed, and was then appointed master of the *George W. Shaver*, which he has since successfully commanded.

CAPT. A. E. CANN

The first lightship on the Pacific Coast, the *Columbia River No. 50*, built by the Union Iron Works of San Francisco, was placed in service off the mouth of the Columbia in 1892. She is one hundred and twelve feet long, twenty-six feet seven inches beam, twelve feet eight inches hold, and has a steel frame with wood planking. The floors, keelson, stringers, beams and keel plate are of steel, while the stem sternpost, keel and rudder are of white oak. The planking and dead wood are Georgia pine and the sheathing of white oak. The vessel has no propelling power except her sails, but is equipped with two horizontal, return tubular boilers to furnish steam for blowing a twelve-inch fog whistle during thick weather and for hoisting the lights on the masts. Each of these is composed of six large lamps encircling the masts, so that, no matter from what point she is sighted, they are never hidden. During the daytime the lights are lowered into a room built around each mast and opening at the top to admit the lights, but closing again, air and water tight, when they have been lowered or raised. During the day the craft is easily recognized by two large, red lattice-work circles, located on the masts above the place where the lamps hang at night. The vessel was towed from San Francisco by the tug *Fearless*, Capt. Dan H. Haskell,[19] and went into service in charge



COLUMBIA RIVER LIGHTSHIP

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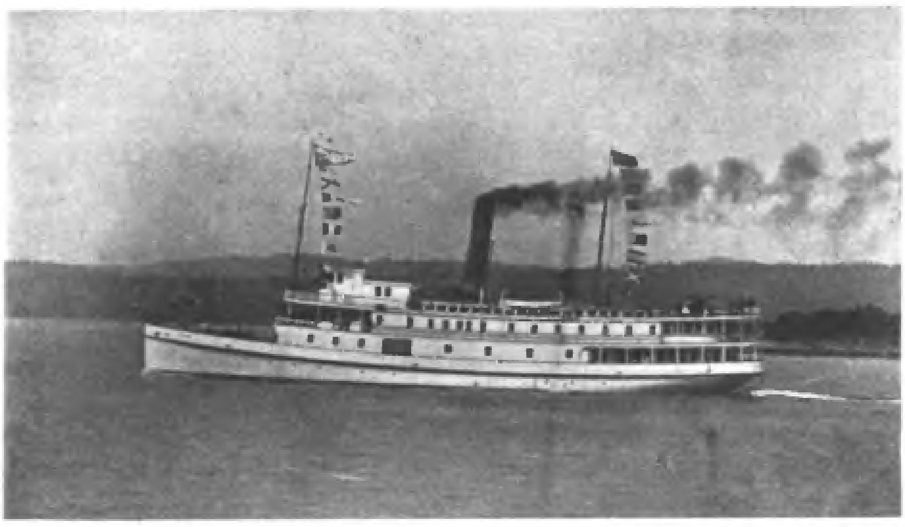
[19] Capt. D. H. Haskell of San Francisco, while not exactly a Northwestern marine man, is well known personally or by reputation to every tugboatman on the Pacific Coast. He was born in Maine in 1853 and began sailing on the Atlantic while a boy, coming to this Coast for the first time in 1868 as mate on the ship *Commodore*. He was next on the *Nautilus*, and then joined the Pacific Mail steamers running to China, and from there went to the *William Tabor* on the Panama route. He was with Goodall, Perkins & Co. for several years, and was then master of the tug *Millen Griffith* for seven and one-half years. Captain Haskell then superintended the building of the tug *Alert*, and on completion ran her for a year. From the *Alert* he went East and superintended the building of the tug *Relief* at Cramp's shipyard, Philadelphia, and brought her to San Francisco in 1884. On his arrival Spreckels had arranged for the building of the tug *Active* at the Union Iron Works, San Francisco, and Captain Haskell was appointed to superintend her construction. When she was completed he went back to the *Relief*, where he remained until he took charge of the construction of the *Fearless* at the Union Iron Works, one of the finest tugboats in the world, and which he has commanded since she was launched in 1892.

of A. E. Cann,[20] captain; Henderson, first officer; Albert Ross, chief engineer. Captain Cann is still in charge, and James Scott succeeded Ross. The lightship was located a few miles west of the whistling buoy, remaining there until 1894, when it was moved about two miles south, bringing it nearer to the track of vessels approaching the Columbia River. The presence of this sentinel of the deep has practically closed that long list of disasters to vessels caught in the northerly current and swept to destruction on the weather beach while approaching the Columbia in bad weather. The immense strength of the lightship has been thoroughly tested by many violent storms since she went into commission, but she has held her place and come through the fiercest gales uninjured.

The old steamer *Isabel*, which the Dunsmuirs had been operating on the east coast route out of Victoria, was replaced in 1892 by the *Joan*, a handsome propeller about one hundred and fifty feet long and thirty feet beam, with engines sixteen and thirty-two by twenty-four inches. The steamer was placed in command of Captain Butler, who remained with her until 1894, when he was appointed regular pilot in the Victoria district and was succeeded by Capt. W. D. Owen.[21] Another pioneer of even greater age than the *Isabel* was relegated to the rear in 1892, the Government steamer *Sir James Douglas* having a successor in the *Quadra*, which arrived from Scotland, January 4th, in charge of J. A. Walbran, commander; Gage, first officer; Hodgert, chief engineer. The *Quadra* is two hundred and twelve feet long, twenty-one feet beam, and thirteen feet six inches hold, with a twelve-foot propeller, and was put in commission with James Gaudin, captain, and W. G. Owen, first officer. A few months later Walbran resumed command, which he has since retained, with Gordon F. Grant, engineer. The Union Steamship Company increased their fleet in 1892 with the *Coquitlam*, a steel propeller one hundred and twenty-seven feet long, twenty-two feet beam, and nine feet six inches hold, net registered tonnage 165, with engines thirteen and one-fourth and twenty-six by eighteen inches. The vessel was shipped from Scotland in sections and put together in Vancouver under the supervision of H. Darling. She is a very economical freighter, having a speed of nine miles per hour on a coal consumption of four tons in twenty-four hours. She was sent north as a tender to the sealing fleet in June and was seized by the United States Government, who confiscated her (see steamer *Coquitlam*, Chapter XXI). The steamer *Courser* was launched at Westminster in February for Captain Cooper, who intended her for the Chilliwack trade. The *Queen*, a square-built vessel sixty feet long and twelve feet beam, with machinery from the *Lady Dufferin*, was built at Kamloops for local service. She was owned by J. E. Saucier, and Capt. James Ritchie was in command. She went skyward in a terrible explosion, July 4, 1894 (see wreck of steamer *Queen*). The Lower Fraser River Transportation Company was organized at New Westminster by Capt. Richard H. Baker,[22] Joseph B. Oliver,[23] D. Hennesey and Captain Holman. They constructed the sternwheeler *Telephone* in February, 1892, and, on finding her too small, a year later completed the steamer *Edgar*, which Captain Baker has since handled.



STEAMER "JOAN"

While the Canadian Pacific Railway Company's steamships were by far the finest of their class, and had immense carrying capacity, several other large steamships found profitable employment in the trade in which that company had been a pioneer. The Northern Pacific Railroad Company established a regular line between Tacoma and the Orient, their first steamship, the *Phra Nang*, arriving at Tacoma, June 17th. She was followed by the *Batavia*, Captain Hill, now sailing under the name *Tacoma*. The steamship *Palmas* was also sent to the Northwest by Samuel Samuels & Co. of Yokohama, who intended to succeed the Upton line. The steamship *Grandholm* arrived at Vancouver from England, bringing, among other cargo, material for a new steamship for the Union Steamship Company. The *Zambesi* made her last trip in the Upton line. The coasting steamship fleet was increased by two lake-built vessels, the *Keweenaw* and *Mackinaw*. The former was an iron vessel two hundred and seventy feet long, forty-two feet beam, and twenty-six feet hold, built at West Bay City, Mich., in 1891, to run on a new line of steam freighters between New York and the Pacific Coast. While designed almost exclusively for a freighter, she had many new features which were supposed to make her an unusually seaworthy vessel. Her bottom was round and made of extra heavy steel plate, and about thirty inches above this was a water bottom, the space between the two being divided into sections by the keel and numerous bulkheads, so that, in case of collision, the vessel would still be safe unless the break occurred above the second bottom. The space between these bulkheads was arranged to serve the purpose of tanks, so that, in the event of the cargo shifting or the ship listing from any cause, the sea cocks on the weather side could be opened, letting in enough water to straighten her. The steamer was too large to pass through the locks in the Welland Canal and had to be cut in two when she reached them. Provision had been made for this, and, by knocking out the rivets in the center, she came apart as though she had been dovetailed together. The forward section was already provided with a bulkhead, and a temporary one was fitted in the other. She was placed in the drydock at Montreal and put together again in as perfect condition as when she was constructed. On her way out she was disabled in the Straits of Magellan and was docked at Valparaiso for temporary repairs. On reaching San Francisco the *Keweenaw* was chartered by the Black Diamond Coal Company for a year, but after ten months' service was placed on the Panama run, her sister ship, the *Mackinaw*, finishing her contract with the coal company. At the expiration of her Panama contract she began running in the coal trade between Nanaimo and San Francisco, continuing there until December, 1894, when she went to the bottom with the *Montserrat*, not a soul escaping from either vessel.

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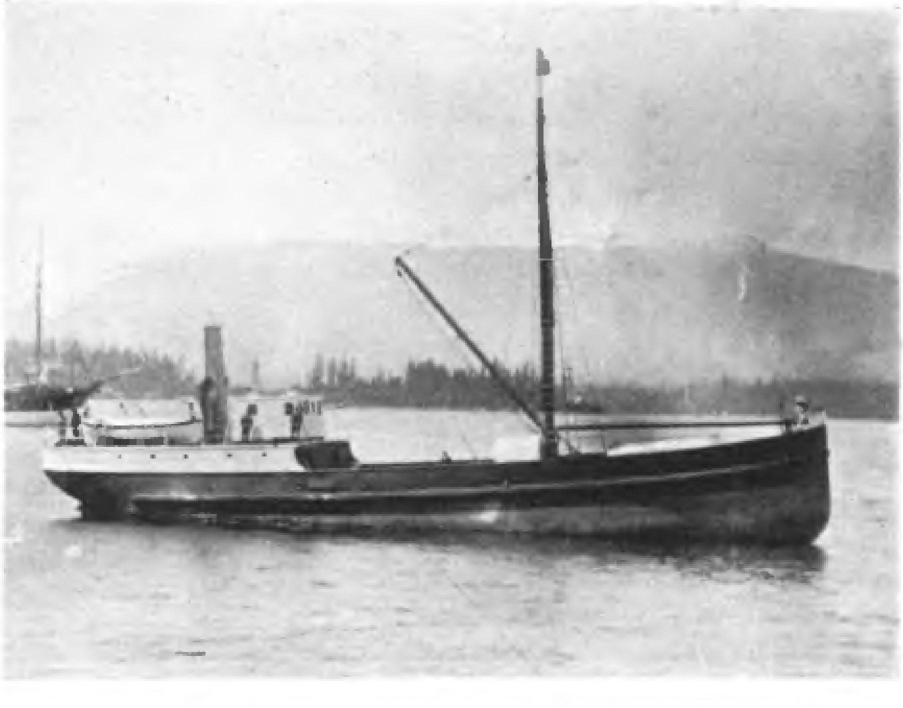
[20] Capt. A. E. Cann is a native of Maine, and naturally enough commenced following the sea when quite young. He coasted for a short time on the Atlantic and then entered the deep-water service, where in due season he reached the quarter deck. He came to Astoria about twelve years ago, and, finding employment at the mouth of the Columbia, abandoned deep water. He served for a while on bar tugs, and was afterward master of a number of small steamers running out of Astoria. He was also in charge of the pilot schooner stationed off the mouth of the Columbia River, and, when the lightship *Columbia River No. 50* was placed in position, he was given command, which he still holds.

[21] Capt. W. D. Owen of Victoria, B. C., was born in Liverpool in 1866 and has been engaged in marine work in the Northwest since 1886, his first position being on the *Leonora*. He was four years with tugboats at Vancouver, and then went to the steamer *Joan* at Victoria, serving there for over two years as mate, with the exception of a short time when he was master of the steamer *Isabel*. He afterward commanded the *Joan*.

[22] Capt. Richard H. Baker of New Westminster, B. C., was born in Dartmouth, England, in 1844, and entered the British Navy at the age of twenty, coming to the Pacific Coast in 1865 on H. M. S. *Frigate*. He remained in the naval service until 1870, when he purchased his discharge and remained ashore for a year at Victoria. He then began running as engineer and was for five years on the *Sea Foam*, *Chinaman*, *Lillie* and *Leonora*. He was next second assistant engineer on the *Etta White* for a few months and then fitted up the machinery for a cannery and the Royal City Mills. He remained with the mill company for eight years, running as engineer on the *Stella*, *Lillie*, *Gypsy* and *Bell*, and as master of the tug *Comet*. In February, 1892, he left the employ of that company and organized the Lower Fraser River Transportation Company, composed of Joseph B. Oliver, D. Hennesey, Captain Holman and himself. They began with the steamer *Telephone*, but soon found her too small for the business and a year later built the steamer *Edgar*, which Captain Baker has since commanded.

[23] Joseph B. Oliver, engineer, was born in England in 1836. He served his apprenticeship at Penn's factory, Greenwich, for seven years, and was then an engineer on Thames River towboats for three years, after which he made a trip to China. He was afterward engineer on an Havana blockade-runner for a year and then came to California, where he joined the steamer *Golden City* as oiler in 1864, subsequently holding the same position on the *Oriflamme*. He then went to British Columbia on the steamer *Labouchere* and worked for about six years in a sawmill. Since then he has run on the steamers *Etta White*, *Maggie* and others, and is engaged at present on the *Edgar*.

Among the sailing craft built in the Northwest in 1892 were: At Hoquiam—the barkentine *Gleaner*, length one hundred and fifty-one feet, beam thirty-six feet, depth of hold eleven feet, for A. M. Simpson. At Port Blakely—the four-masted schooners *Aloha* 814.74 tons, *William Bowden* 778.30, and *Lyman D. Foster* 777.64; the *Bonita* 78.94, and San Francisco *Pilot Boat No. 7*. At Coos Bay—the schooners *Prosper* 229.30 tons, and the *H. C. Wahlberg* 26.95. The latter vessel acquired considerable notoriety in 1895 through her seizure at San Diego on a charge of carrying arms to the Hawaiian revolutionists. Sealing schooners were constructed as follows: *Achilles* 44.32 tons, at Portland; *Deahks* 42.85, at Seattle; and *Willard Ainsworth* at Seattle for A. O. Decker, Edward Cantillion, A. Abbott and E. Crockett. The bark *Colorado*, 1,035 tons, launched in 1867, was purchased in Boston for the Chemainus Sawmill Company and brought out by Capt. J. S. Gibson. The first drydock built on Puget Sound was set afloat at Port Hadlock, September 30th, Capt. R. W. De Lion[24] being the principal owner. The steamer *Flyer* was the first vessel to make use of this convenience after it reached its present location at Quartermaster Harbor (see illustration on page 342). Several fine schooners, detailed mention of which is made in Chapter XXI, were brought to Victoria from the Atlantic Coast to engage in sealing.



STEAMER "COQUITLAM"

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[24] Capt. R. W. De Lion was born September 10, 1838, in one of the provinces ceded to Germany by France about one hundred years ago; so, although of French parentage, he was born on German soil and owed allegiance to the German Government. At the age of fourteeen he commenced his marine career as cabin boy on a merchantman, working up until he finally became captain and owner of a vessel. In his early life he sailed out of Atlantic ports, but in the latter part of the fifties removed to Valparaiso, where he engaged in business and was interested in the operation of several vessels. Later he went to Callao, Peru, where he remained for several years, becoming quite prominent in the business affairs of that city. Meeting with reverses there he assumed command of the American bark *Otago*, in which he arrived on Puget Sound in 1876. He made a few trips with her in the coasting trade and then sold her to the Port Blakely Mill Company, after which he took up his residence at Port Townsend, where for fifteen years he was prominently connected with the shipping business of the Sound. He encountered great obstacles in completing the immense drydock, and, when he finally carried his plans to a successful termination, the strain proved too great, and, after suffering ill health for several months, his mind gave way, and he took his own life in Seattle in 1894. Captain De Lion was an able, energetic man, and his splendid work for the marine interests of Puget Sound will long be remembered.

An important event in marine circles on the Columbia River in 1892 was the arrival at Astoria and Portland of the cruisers *Baltimore* and *Charleston*, the largest vessels that ever entered the river. They came to Astoria to participate in the celebration, on May 12th, of the hundredth anniversary of the discovery of the Columbia. The attendant ceremonies lasted for three days, and the barkentine *Chehalis*, representing the ship *Columbia*, made a tour of the lower bay, anchoring off Chinook Point, where painted Indians in log canoes paddled out and offered the "Boston men" fish and furs as in olden times. After the celebration the *Baltimore* and *Charleston* were taken to Portland, the former leading the way in charge of Pilot William H. Patterson, and the *Charleston* following with Pilot William Smith (see illustration on page 326). Each pilot received a handsome watch from the Portland Chamber of Commerce as a testimonial to his skill in safely taking the leviathans so far inland. In connection with this event the Spokane, Wash., *Review* published the following pertinent comment:

> "It is interesting to speculate upon the astonishment that would have seized Vancouver, or even Captain Gray, if some prophetic vision had enabled them to look a century into the future and behold the magnificent spectacle of two of the largest warships in the American Navy ascending far into the interior upon this 'mysterious river of the West,' the Oregon of song and romance, the Rio Aguilar of old Spanish charts. The river that Washington Irving pronounced navigable only for vessels under 400 tons burden now floats, 100 miles from its mouth, the *Baltimore*, of 4,600 tons, the largest, swiftest and costliest warship that flies the American flag, and the *Charleston*, of 4,044 tons, thereby demonstrating its superiority over all other rivers of North America. This achievement rather throws in the shadow the demonstration made by the *Concord* in ascending to Memphis on the Mississippi River. The *Concord* went farther inland, but she is a baby alongside the *Baltimore* and the *Charleston*, registering only 1,700 tons. The commanders of the *Baltimore* and the *Charleston* say that the Columbia is the only stream in America that their vessels could ascend for 100 miles."

The wreck report for 1892 opened with a disaster strikingly similar to that which had overwhelmed the bark *Abercorn* a few years before. The victim in this case was the British bark *Ferndale*, *en route* from Newcastle to Portland with a cargo of coal. The *Ferndale* was spoken fifty miles off the Columbia, January 26th, and was then standing in, but, in the heavy fog which prevailed during the following few days, she was caught in the northerly current. On the morning of the twenty-ninth a fearful gale came on, and she struck the beach at 3:30 A. M. about fifteen miles north of the entrance to Gray's Harbor. Being deeply laden she struck a considerable distance from shore and was soon battered to pieces. In attempting to reach land eighteen of the crew were drowned, and the remaining three were taken from the surf nearer dead than alive by Mrs. Edward White, residing near the scene of the disaster. Those losing their lives were Blair, captain; Gilby, first mate; Charles Wright, second mate; John Fraser, steward; Moore Wilson, cabin boy; Charles Johnson, John Anderson, Patrick Booter, Woods, O'Brien, Holmes, Brown, Webster, and five other unknown sailors. The *Standard* of Victoria, owned by Commodore John Irving and R. P. Rithet, while *en route* from Nanaimo to the Skeena River, foundered off Cape Mudge, June 17th, leaving only the chief engineer to tell the sad story. The steamer, in charge of James Carroll, captain, William Murray,[25] chief engineer, Alexander Lubin, mate, and Henry Wright, fireman, left Victoria, June 16th, with orders to coal at Nanaimo and then proceed to the Skeena River to enter upon her usual summer work. She departed from Nanaimo the following morning, and, according to the statement of Engineer Murray, was struck by a heavy gale and tremendous sea in the tide rip off Cape Mudge at 6:30 o'clock in the evening. The steamer filled immediately, sinking stern first. The boat floated off the house as she went down, and Carroll, Lubin and Wright got into it. Murray jumped clear of the steamer as she disappeared, and on looking around after the danger of being drawn down by the suction had passed, saw that the small boat had been overturned and its occupants were swimming about, with nothing to support them. Lubin was the first to give up the struggle, and, as he went down, said: "Good-by, Murray; I'll take this oar with me." The heavy sea prevented Murray from seeing the others, with the exception of an occasional glimpse of the captain, who was drifting away from him. Just as Murray was about to give up the unequal contest he sighted some wreckage and swam to it, remaining there for twelve hours, when he was rescued by Edward Small, a trapper, who came out in a canoe. The Chinese cook was not seen, and it is

STEAMER "STANDARD"

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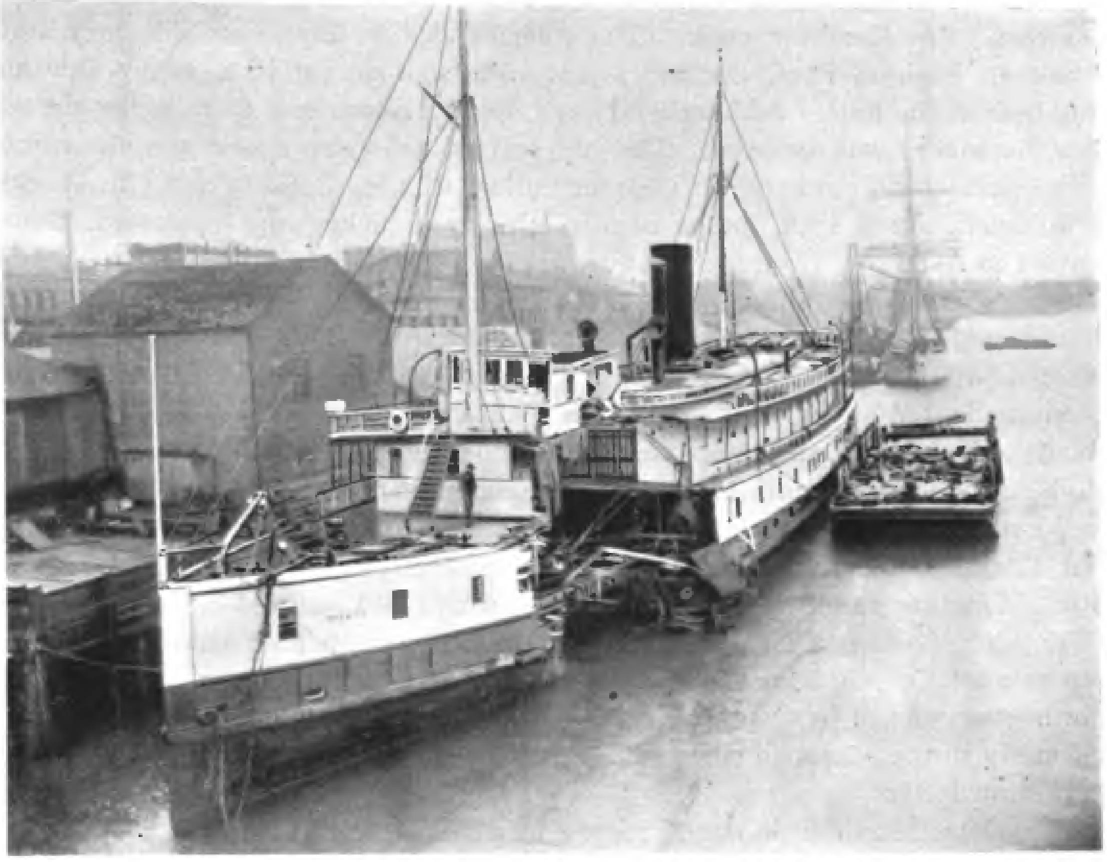
[25] William Murray, engineer, was born in Scotland in 1859, served an apprenticeship in Manchester, England, and came to British Columbia about eight years ago. He was first engaged on the steamer *Ella White*, and went from her to the *Mermaid*. He was afterward chief of the *Falcon* for a year and was next on the *Standard*, remaining with her until she went to the bottom, Murray being the sole survivor. At present he is engaged in the power-house of the Victoria Street Railway Company.

supposed that the steamer foundered so quickly that he could not get out. The American ship *Ericcson*, from San Francisco for Nanaimo, was wrecked on Entrance Island, about three miles north of Barclay Sound, November 19th. The ship went on the rocks before a howling gale and was soon broken up, the crew reaching shore in safety. She was in command of Captain Bennett and was owned in San Francisco.

A fatal collision between the steamship *Willamette* and the Canadian Pacific Navigation Company's steamer *Premier* occurred three and one-half miles southeast of Marrowstone Point about 2:00 A. M., October 8th. The bow of the big collier struck the *Premier* on the port side, just forward of the pilot-house, and crashed through into the smoking-room and cabin, knocking the pilot-house out of position and instantly killing John Rankin of Seattle, Frank C. Wynkoop and Johannes Mow of Tacoma. William F. Richardson afterward died from his injuries. Fully twenty others were injured, some of them quite seriously, and Jack Levy of the *Premier* had a miraculous escape from instant death. The *Premier* was cut down to the water's edge, three plates having been penetrated. The *Willamette* was also slightly damaged, but her bulkheads kept her from sinking, and her bow was so closely interlocked with that of the *Premier* that she kept the latter from going down and towed her to Bush Point, on the opposite side, beaching her in twenty-four feet of water. The *Premier's* passengers were transferred to the *Willamette* and afterward taken to Seattle by the *Goliah*. It was nearly twenty-four hours before the two vessels were separated, and several days later the *Premier* was raised by Commodore John Irving and taken to Victoria, where she was repaired and placed under the British flag, much to the chagrin of the attorneys for the victims of the disaster, who were awaiting her appearance above water to institute proceedings against her. After extensive repairs she was placed on the Victoria and Vancouver route and is now running under the name *Charmer*.

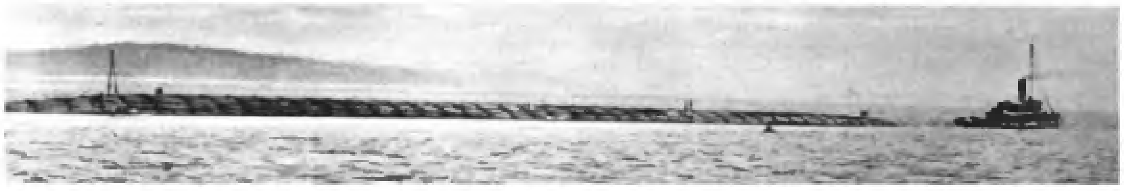

STEAMER "PREMIER" AFTER COLLISION WITH STEAMSHIP "WILLAMETTE"

The result of the inspectors' investigation as to the cause of the accident was the revoking of the licenses of both captains. Hansen of the *Willamette* was censured for changing his course in attempting to cross the bow of the *Premier*, and for not heeding her fog signals. It was thought that in the fog his ship got too close in to Bush Point, and, as she was deeply laden, he feared to pass the *Premier* on the inside, and in hauling out from the point brought his ship into such a position that the *Premier* could not escape. In summing up the evidence in support of this view of the matter, the inspectors said: "The fog signals of the *Premier* were distinctly heard by people on Bush Point, and, as the sound passed over the *Willamette*, all of the signals from the *Premier* must have been heard by the officer and lookout on board of the *Willamette*. It appears that Captain Hansen did hear signals, but paid no particular attention to them, as the weather was clear where the ship then was, but, just as he entered the fog bank, he gave one blast of his whistle. At that time the ships must have been within a mile of each other, and several more blasts were exchanged before they collided. At the time Captain Hansen heard the *Premier's* fog signal, he certainly must have known that the course he was then steering would either cross the *Premier's* track or go very close to her. He had plenty of room north of his vessel, and, had he ported his helm, there would have been no collision. Had he even held his west by north half north course, the ships would not have collided but would have passed very close to each other." Captain Gilboy was censured for running at full speed in a fog while approaching another vessel and for not slowing down when he failed to understand the course or the intentions of Captain Hansen. The evidence showed that Captain Gilboy kept his ship on the regular course, and, had the captain of the *Willamette* done the same, the accident would not have happened, also that Hansen showed a lack of judgment in starboarding his helm after hearing repeated signals over his starboard bow. These signals should have convinced a careful shipmaster that the approaching steamer was running on a course which would place the vessels in dangerous proximity.

The sealing schooner *Laura*, Captain Hansen, well known in British Columbia, Bering Sea and Japan ports as the "Flying Dutchman," was wrecked in Friendly Cove, Nootka Sound, January 25th, becoming a total loss, the Victoria schooner *Northern Light* meeting a similar fate in that vicinity a few weeks later. The whaling bark *Helen Mar* met with a fearful fate in the Arctic in 1892. On October 6th, in latitude 71° 30′ north, longitude 169° 30′ west, she had a whale alongside which was being cut up, when she was suddenly caught by a swift current and carried between two immense icebergs, which drifted together and crushed the bark before the crew could save a boat or get away. The fifth mate, a boatsteerer, the cook and two sailors clung to the mainmast as it went over on the ice and were the only ones saved out of a crew of thirty-three men. They remained on the ice for forty-eight hours and were finally taken off by the steam whaler *Orca*, two of them reaching San Francisco on the *Beluga*. The *Helen Mar* was owned by Wright, Bowne & Co., of San Francisco, and among her crew were: E. O. Thaxter, captain; W. E. Hardy, first mate; Richard L. Ellis, second mate; Joaquin Minia, third mate; John O'Hara, fourth mate; William Ward, fifth mate; Antonio Leitz, Antonio Paugaline, Louis Antone, Frank Birch and C. Nelson, boatsteerers; G. Cooper, carpenter; William Bray, steward; Asa Kershaw, cook. The steamer *Bonita*, Capt. Gus Pillsbury, from Portland for the Cascades, was sunk on Fashion Reef, December 7th. She was caught in a heavy gale and struck broadside on, tearing a big hole in the hull. After several days spent in attempts to raise her she was abandoned, and on the fifteenth her machinery was removed. The old sealing schooner *Lottie* was the victim of a mysterious disaster in 1892. She left Victoria in charge of Captain Butler, Charles Rafferty and Gus Erickson, with twenty-eight contraband Chinamen, April 17th, and a month later was picked up dismasted, floating bottom up off Tillamook and towed to Astoria. No trace was ever found of the missing men.

The steamer *Telephone*, from Astoria for Portland, sank at the mouth of the Willamette River at 3:20 A. M., January 5th, in charge of Pilot Larkin. She had been in a dense fog all the way from Astoria, and, when she turned into the Willamette, the Government light on the revetment was obscured. While looking for it the steamer drifted too close in, so that when she started ahead she piled up on the revetment and began to fill. The boats were lowered and the passengers landed on Coon Island. The steamer was raised a week later and found to be comparatively uninjured. The steamers *Iralda* and *Ione* were in collision near Linnton, October 28th, and a passenger named Otto Peters was drowned. The steamer *Lucy Lowe*, Captain Jordan, from Roche Harbor for Tacoma with 1,250 barrels of lime, struck a sunken log in Deception Pass, April 4th, and was beached to save life. The lime cargo then fired the vessel, which was scuttled in two fathoms of water and became a total loss. The *Lucy Lowe* was formerly a sealing schooner, built at Victoria in 1884. Two other Sound steamers went up in smoke in 1892, the *E. M. Gill* at Allyn, Wash., September 29th, and the *Lena* at Colby, April 18th. The former was owned by Capt. Henry Thielsen and the latter by Capt. R. M. Cresswell. The steamship *West Indian*, formerly in the Nanaimo coal trade, was wrecked off Acajutla, March 19th, with a cargo of coffee valued at half a million dollars.

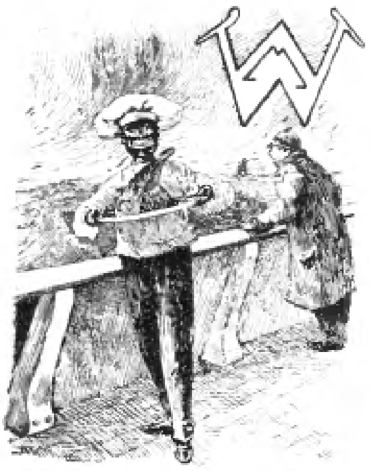
Capt. Marshall Short, of the steamer *Ocklahama*, and John Peterson, a deckhand, were killed at Astoria, October 22. The *Ocklahama* had towed the barge *Columbia*, carrying 550 tons of wheat, to Astoria, and in swinging into the wharf the barge was injured so that it began to leak badly and was taken to the shore side of the wharf, where the water was shallow. The steamer laid alongside pumping her out, and Captain Short, Agent Lounsberry and three deckhands went below to construct a bulkhead at the point of damage. When they had it nearly completed the barge careened and sank. Lounsberry and two of the deckhands succeeded in reaching the deck, but the shifting wheat prevented the escape of the other men, and they perished. Captain Short was a brother of Captains Sherman V. and W. P. Short and had been on the Oregon Railway & Navigation Company's steamers for six years. Other disasters in 1892 were the loss of the whaleback *C. W. Wetmore*, which was carrying coal between Puget Sound and San Francisco for $1.35 per ton at the time. Her loss, therefore, was not mourned by other shipowners engaged in the trade. The American ship *St. Charles*, from Nanaimo for San Francisco with a cargo of coal, was the victim of a coal-dust explosion which sent her to the bottom one hundred miles northwest of Cape Foulweather, May 17th. Captain Chapman was seriously injured by the explosion. The crew reached Newport in a small boat. On Puget Sound the steamer *Forsaken* burned December 16th while aground on the flats at the mouth of the Snohomish River. The Victoria sealing schooner *Maggie Mac* was lost, with all on board, near Cape Scott in March (see wreck of *Maggie Mac* on page 438).



LOG RAFT

CHAPTER XX.

FIRST LOG RAFT ON THE PACIFIC—OKANAGAN LAKE STEAMER "ABERDEEN"—THE CANADIAN PACIFIC'S AUSTRALIAN STEAMSHIP LINE—THE "D. S. BAKER" SHOOTS THE CASCADES—STEAMERS BUILT IN THE VICTORIA, PUGET SOUND AND WILLAMETTE DISTRICTS—SEATTLE MARINE RAILWAY—PUGET SOUND AND BRITISH COLUMBIA LUMBER FLEET—LIGHTHOUSE TENDER "COLUMBINE"—BOILER EXPLOSION ON STEAMER "ANNIE FAXON"—SOUND STEAMERS DESTROYED BY FIRE—LOSS OF STEAMSHIPS "MICHIGAN" AND "WILMINGTON"—THE NORTHWESTERN STEAMSHIP COMPANY—VICTORIA MARINE RAILWAY—TERRIBLE FATE OF THE "MONTSERRAT," "KEWEENAW," "IVANHOE" AND "ESTELLE"—WRECK OF THE "SOUTHERN CHIEF," "WILLIAM L. BEEBE," "CROWN OF ENGLAND," "LOS ANGELES" AND "NEWBERN"—THE SECOND LOG RAFT—STEAMER "COLUMBIA" BURNED—FATAL BOILER EXPLOSION ON STEAMER "QUEEN"—WRECK OF THE "R. K. HAM"—VICTORIA TRADING & FISHING COMPANY—TURRET STEAMER "PROGRESSIST"—ALASKA STEAMSHIP COMPANY—THE WHALEBACK "CITY OF EVERETT"—UPPER COLUMBIA STEAMER "NAKUSP"—THE "NORMA" BROUGHT THROUGH SNAKE RIVER CAÑON—VIGOROUS OPPOSITION ON OCEAN ROUTES—WRECK OF THE STEAMER "VELOS" AND TUG "MOGUL."



WHEN THE CELEBRATED Joggins' log raft was constructed on the Atlantic Coast for the purpose of transporting a dozen lumber-drogher cargoes with the aid of a single towboat, the success of the new departure was anxiously watched by men engaged in the carrying trade on the Pacific Coast, and it was freely predicted that, if the raft could be towed on the Atlantic, the large fleet of vessels engaged in the lumber business in the Pacific Northwest might at once retire from the field. Fortunately or otherwise, Joggins' raft was battered to pieces long before it reached port, and, while partial successes were made of smaller ones, it was finally decided that the proper place for a successful accomplishment of the scheme was on the Pacific Ocean. The first raft was built at Coos Bay and started from Marshfield in November in tow of the tug *Ranger*, Capt. John Roberts.[1] It was the captain's intention to stop at Empire City, but he missed the wharf and was compelled to run both tug and raft ashore to avoid going over the bar at low water. The tug laid by until flood tide, but in the darkness, while trying to make fast to the raft, broke her rudder, and two days were consumed in repairing. Another start was made, but, as the bar was neared, the machinery collapsed. A four-day tie-up resulted, and when everything was in readiness they set out once more. This time the raft took a sheer and went ashore, where it remained twenty-four hours before it was again floated. Shortly after the unwieldy tow was released from this predicament, it struck the South Spit, November 18th, grounding hard and fast. During the night the bar became very rough, and the breakers broke clear over it. With the aid of a long hawser the tug managed to keep in deep water and still retain her hold on the raft until 1:00 A. M. It then floated off, taking the tug with it and compelling the captain to cut loose. The tug crossed in again the next morning and found her tow piled up on the north side of the jetty, half a mile from where she had rested the night before. It remained there for three days and nights, and then, with the aid of a life-saving crew, the chains were cut and a few hundred piles set adrift to loosen up the others and straighten out the 600-foot hawser cut adrift several nights before. The third day the raft was pulled out from the jetty, and Captain Roberts was forced to run the tug ashore in Charleston Bay to prevent the raft from drifting to sea, where a hurricane was blowing. The next morning a start was made for Empire City, but after going a short distance the raft grounded on the middle quicksands. The assistance of the *Liberty* was secured, both tugs working every high tide for five days. On the morning of the fifth day the raft floated off unaided and reached Empire City on December 2d. The owners decided that the tug had not sufficient power and accordingly chartered the *National City*, Captain McGee. She crossed out all right December 16th, but encountered a heavy gale, and the raft went to pieces off Cape Mendocino, December 22d.

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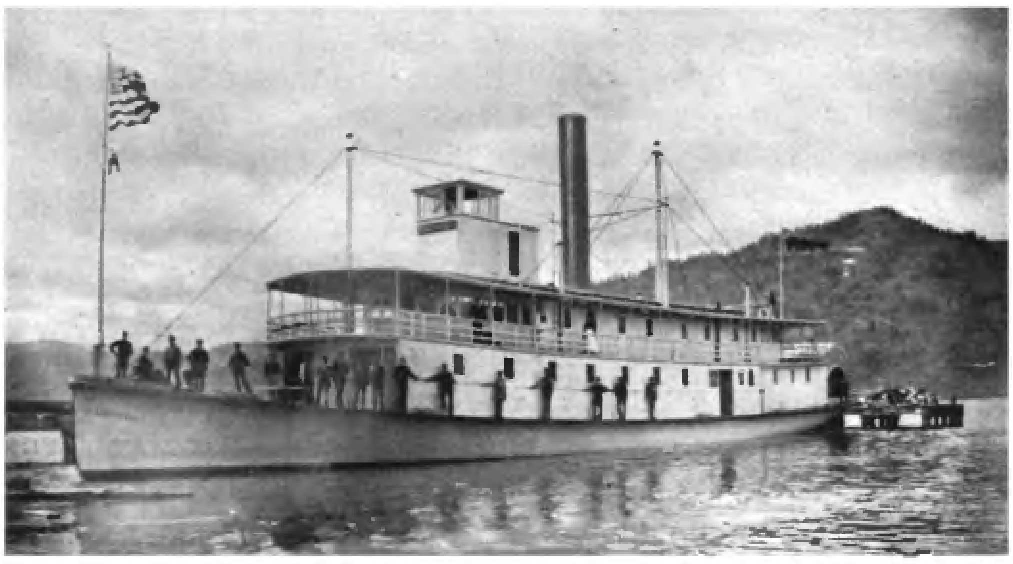
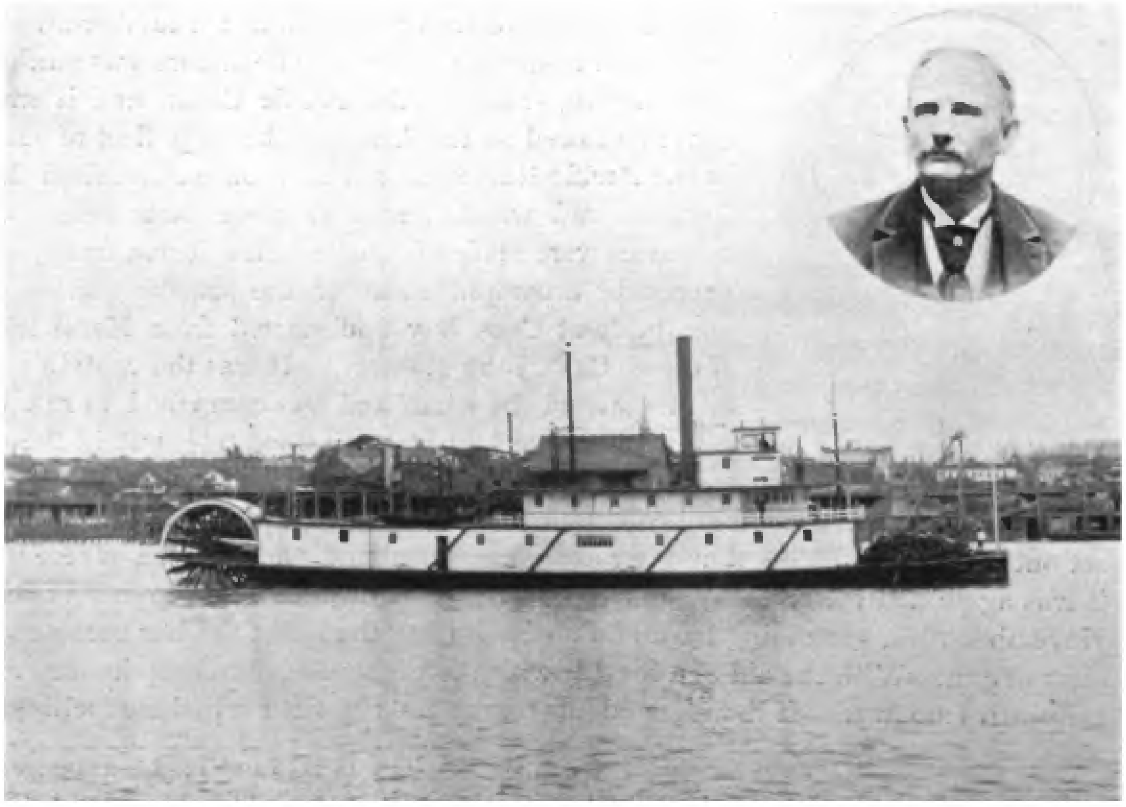
[1] Capt. John Roberts was born on the Island of Jersey in 1850 and has been engaged in the marine business for thirty years. His first work on the Pacific Coast was on the bark *Jennie Pitts*, running to Mendocino. He was afterward interested in several schooners, and in 1885 built the steam schooner *Surprise*, with which he went to Mexico. While there he was stricken with yellow fever, and his wife and two sailors died. He then went back to San Francisco, whence he took the steamer to Honolulu and sold it. On his return he constructed the steamer *Emily*, which he operated for a while between San Francisco and Coos Bay. He also ran her to San Diego during the boom. While in the Coos Bay trade he picked up the steamship *Bawnmore*, which he towed to Caspar Creek with nineteen feet of water in her hold. He pumped the vessel out and proceeded with her to San Francisco, where he was awarded $12,000 salvage. Captain Roberts worked with the *Bawnmore* without sleep for five days and nights and was so exhausted that he sent his steamer out on her next trip in charge of Captain Lucas, when she was lost on Coos Bay bar. During the next three months he filled her place with the *National City* and then chartered the tug *Ranger* to tow the log raft from Coos Bay to San Francisco. After that he went to the steamer *Farallon*, which he ran to Puget Sound and Portland.



STEAMER "ABERDEEN" ON OKANAGAN LAKE

The finest inland steamer set afloat in the Northwest in 1893 was the *Aberdeen*, constructed by the Canadian Pacific Railway Company for service on Okanagan Lake. The *Aberdeen* is a sternwheeler one hundred and forty-six feet long, twenty-six feet beam, and six feet eight inches hold, with engines sixteen by seventy-two inches. She was built by E. G. McKay from a model made by John F. Steffen of Portland, and her engines were designed by Horace Campbell of that city, and manufactured by the British Columbia Iron Works at Vancouver. The steamer began her career in charge of Captain Foster, who had recently been engaged as first officer on the *Islander*. With him as mate was R. Williams of Puget Sound. The steamer is operated between Okanagan Landing and Penticton, running as a feeder to the railway system, and, like everything else in connection with the equipment of that company, is up to date in every particular. The Canadian Pacific Navigation Company increased the number of their vessels with the small sternwheeler *Transfer*, which was used in the Fraser River trade, and Capt. M. Hare built the small steamer *Mary Hare*, which was used in jobbing around Victoria until 1895, when she was equipped for passenger service, and ran to and from the islands of the east coast of Vancouver Island in connection with the Victoria & Sydney Railroad. Other vessels constructed or brought into the Victoria district in 1893 were the steam schooner *Spinster*, owned by Arthur Scroggs; steam scow *Caroline*, W. H. Grove; steamers *Yvonne*, H. G. Holdman; *Swan*, Sholtbolt & Draney; *Jennie June*, W. B. Crause; schooners *San José*, Captain Kelly; *Kilkenny*, J. F. Smith; *Arietes*, Capt. William Grant; *Fisher Maid*, Charles Chipps; and *Saucy Lass*, A. Ross. The Canadian Pacific Railway extended their field in 1893 by the operation of a line of splendid modern built steamships between Vancouver and Australia. The pioneer vessel of the fleet was the *Miowera*. She was followed by the *Arawa*, and the *Warrimoo* was afterward added.



STEAMER "VULCAN" CAPT. F. B. JONES

But few additions were made to the steam fleet in the Willamette district in 1893. Capt. F. B. Jones launched the *Vulcan*, the fastest towboat in the Northwest. She is one hundred and forty-four feet long, twenty-six feet beam, and six feet hold, with engines sixteen by seventy-two inches, and can run faster than most of the passenger steamers on the river. The steam schooner *George H. Chance* was lengthened and renamed the *Bandorille*. Her dimensions are, length one hundred and four feet, beam twenty-one feet, and depth of hold eight feet, with engines eight and one-half and sixteen by twelve inches. Capt. J. J. Winant has handled her since completion, with John E. Kane, engineer. Ham, Nickum & Co. set afloat the *Kehani*, a small sternwheeler about one hundred feet long, with engines ten by forty-eight inches, at Portland. The steamer *Blanco* was built at Marshfield for service on the bay and was commanded by Capt. Jacob Ernst. The ferry steamer *Vancouver*, one hundred and eight feet long, thirty-two feet beam, and seven feet hold, was launched at Portland for the Portland Consolidated Street Railway Company, where the steam launches *Water Witch* and *Wauna* were also completed. Major Handbury, United States Government engineer in charge, constructed the big dredge *W. S. Ladd* for work in connection with harbor improvements. The steamer has been almost constantly in service since. She was at first commanded by Capt. Richard Hoyt, recently by Capt. George Pease. The steamer *D. S. Baker*, Capt. M. Martineau, towing the Cascades wharf-boat and a barge, shot the Cascades, June 26th, and all landed on the lower river in good order. A large fleet of small steamers were built or brought in for use on Puget Sound in 1893. Among the best of them was the *Lydia Thompson*, ninety-two feet long, twenty-two feet beam, and six feet eight inches hold, built at Port Angeles for J. R. Thompson; the *E. D. Smith*, eighty-nine feet long, twenty-five feet beam, and five feet hold, at Lowell, John W. Brooks serving as master; the *Hattie Hansen*, seventy-one feet long, fifteen feet seven inches beam, and six feet six inches hold, at Pontiac for O. L. Hansen; the tug *Magic*, sixty-seven feet three inches long, sixteen feet six inches beam, and eight feet four inches hold, at Port Blakely for H. H. Morrison; and the *Victor*, fifty-nine feet long, fifteen feet beam, and five feet seven inches hold, at Tacoma for E. E. Hunt. The largest was the *Utopia*, one hundred and twenty-three feet eight inches long, twenty-four feet six inches beam, and nine feet one inch hold, constructed at Seattle for G. W. McGregor. She has been for several months engaged on the Seattle and Vancouver route, in charge of Capt. John A. O'Brien[2] and Engineer Louis A. Booth.[3] Other small steamers appearing on the Sound in 1893 were the *Primrose* and *Pharos*, launched at Port Townsend; *Telegraph*, *Lillie*, *Queen*, *Gypsy*, *Princess* and *Angeline* at Seattle; *Crescent*, *Delight*, *Stampede*, *Elsie*, *Rhododendron*, *Orion*, *Emma Florence*, *Northwestern*, *Emily Seward* and *Henry A. Strong* at Tacoma; *Alert* at Port Blakely and *Echo* at Snohomish. The *Josie Burrows*, ninety feet long, eighteen feet five inches beam, and four feet eight inches hold, was completed at Aberdeen, Gray's Harbor, for A. P. Stockwell. Among the new sailing vessels constructed were the *Winchester*, eighty-nine feet five inches long, twenty-five feet beam, ten feet hold, set afloat at Coos Bay; the four-masted schooner *C. S. Holmes*, 409 tons, at Port Blakely; schooner *Columbia*, 41 tons, *Ida Etta*, 69 tons, and *St. Lawrence*, 59 tons, at Seattle; and the *George W. Prescott* at Irondale.

CAPT. W. J. BRYANT C. C. CHERRY
U. S. STEAMBOAT INSPECTORS, PUGET SOUND DISTRICT

The Seattle Drydock & Shipbuilding Company, the principal stockholders of which were the Moran Brothers, in 1893 completed the marine railway at Seattle, by means of which the largest of the Sound steamers could be taken from the water in twelve minutes. This railway has proved of great value to steamboatmen on Puget Sound, as it is operated at much less expense than the drydocks. The steamer *Chehalis*, hauled out

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[2] Capt. John A. O'Brien has been a well known shipmaster on the Pacific Coast for twenty years. He was for a long time on sailing vessels plying between the Columbia River, Puget Sound and China, and afterward entered the steamship service in the Northwest. He distinguished himself in 1884 by boarding the steamship *Umatilla* after she had been abandoned off Cape Flattery and sailing her into the straits, where she was picked up and towed to Esquimalt, saving the underwriters nearly a quarter of a million dollars. Captain O'Brien was subsequently in the employ of the Canadian Pacific Navigation Company, handling the steamer *Premier* on the Vancouver and Tacoma route. Recently he has been engaged on the steamers of the Pacific Navigation Company and on the *Utopia*.

[3] Louis A. Booth, engineer, was born in Albany, Ill., in 1864, and commenced his marine career on the Mississippi River in 1882. His first work in the Northwest was on the tug *S. L. Mastick* in 1885. He has since been engaged on a number of Puget Sound steamers, and was for a long time chief engineer of the *Utopia*.

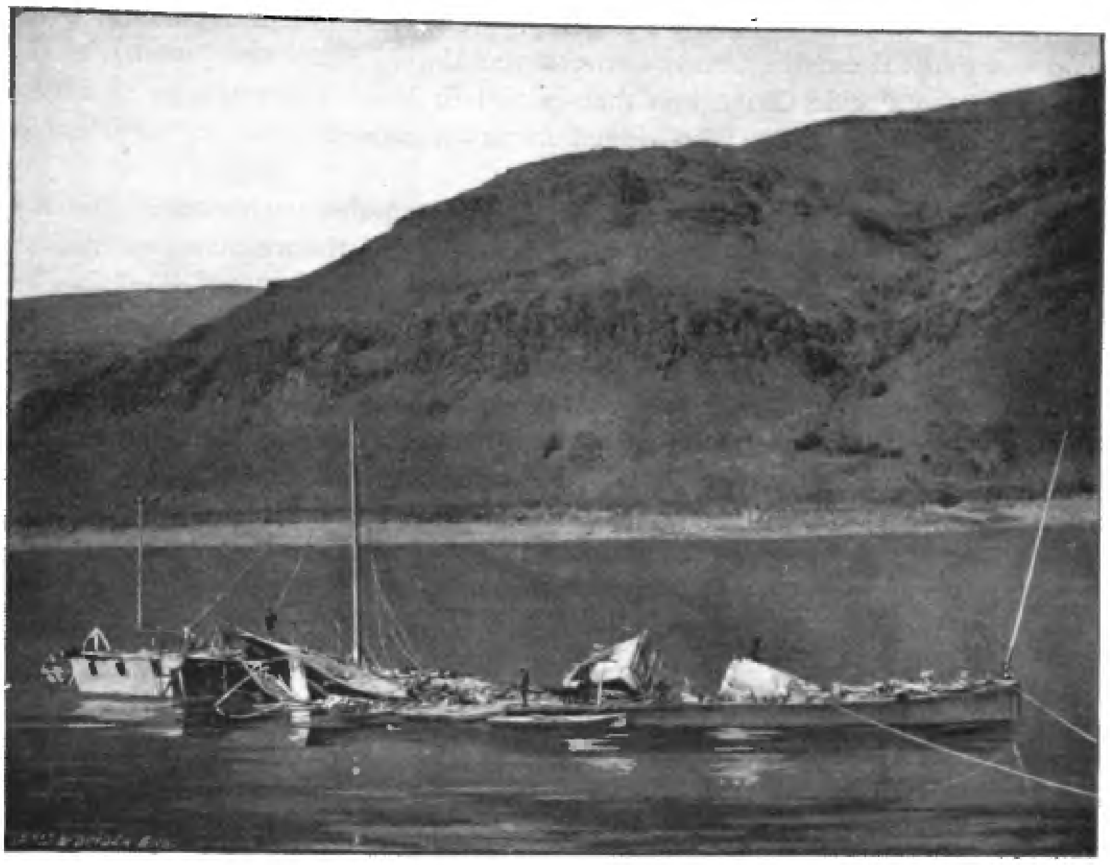
July 19th, was the first vessel to make use of this improvement. The steam fleet on the Sound had increased so rapidly that in May, 1892, Boiler Inspector Bullene was given an assistant, C. C. Cherry receiving the office, and Capt. Al Stream was appointed assistant inspector of hulls a few months later. The lighthouse tender *Manzanita*, which for several years had been performing excellent service in the largest lighthouse district in the United States, was relieved of a portion of her duties in 1893 by the arrival of the new steamer *Columbine*. This vessel was built at Cleveland, Ohio, in 1892, and on completion was taken through the lakes, down the St. Lawrence River, and thence to New York, where she was joined by Capt. Charles H. Richardson and Chief Engineer Harry Lord. She sailed from that port October 30, 1892, made stops at Bahia, Brazil, Montevideo, Sandy Point, Valparaiso and Callao, and arrived at the Columbia River in January. After some slight alterations, she entered service in charge of Charles H. Richardson, captain; Arthur Leighton, first officer; H. C. Lord, chief engineer; and Charles H. Mitchell, assistant. The United States coast defender *Monterey*, built by the Union Iron Works, San Francisco, spent several weeks in the Northwest in 1893. She arrived at Astoria, July 10th, and was piloted to Portland a few days later by W. H. Patterson, anchoring within a few yards of the spot where the United States schooner *Monterey* had remained for several weeks thirty-nine years before.

In 1893 the lumber trade of Puget Sound ports furnished employment to an immense fleet of sailing vessels. During the year the output of some of the big mills was as follows: Port Blakely Mill Company 82,647,947 feet lumber, 22,500,000 lath; Tacoma Mill Company 54,787,480 feet lumber, 16,113,800 lath; Puget Mill Company of Port Gamble, Port Ludlow and Utsalady 47.230,000 feet lumber, 15,965,000 lath; St. Paul & Tacoma Lumber Company of Tacoma 36,549,549 feet lumber, 11,000,000 lath; Stimson Mill Company of Ballard, 21,188,910 feet lumber, 6,701,000 lath; Bellingham Bay Improvement Company of New Whatcom 19.052,182 feet lumber, 1,925,900 lath; Northwestern Lumber Company of Hoquiam 18,500,000 feet lumber, 2,500,000 lath; Gray's Harbor Commercial Company of Cosmopolis 17,375.029 feet lumber, 4.043,000 lath; Washington Mill Company of Port Hadlock 16,000,000 feet lumber, 5,300,000 lath; S. E. Slade Lumber Company 15,476,000 feet lumber, 3,700,000 lath; J. M. Weatherwax Lumber Company of Aberdeen 11,000,000 feet lumber. Other mills of smaller capacity in different parts of the State swelled these amounts to a grand total of 757,641,892 feet lumber and 110,387,400 lath. California furnished the greatest market for this output, consuming 195,874,060 feet lumber and 73,287,573 lath. Deep-water shipments from the Sound and Gray's Harbor ports included 16,000,000 feet to Chile, 11,000,000 feet to Hawaii, 9,497,692 feet to Australia, 8,107,731 feet to Peru, 5,983.370 feet to New South Wales, 5,117,411 feet to Mexico, 2,491,047 feet to Cardiff, 2,356,555 feet to India, 4,261,229 feet to China, 1,275,148 feet to France, 2,141,029 feet to Africa, 1,349,157 feet to Ireland, 1,062,567 feet to South Sea Islands, 1,004.864 feet to Germany. Guatemala, the Argentine Republic, Scotland, Belgium, Japan and England received from 481,000 to 1,000,000 feet.

British Columbia's foreign lumber fleet for 1893 included nearly sixty vessels, as follows: *George Thompson* 1,128 tons, *Mark Curry* 1,256, *Fritzoe* 1,078, *Colorado* 1,036, *Highlands* 1,236, *India* 953, *Bittern* 399, *Katherine* 630, *County of Yarmouth* 2,154, *Hindoostan* 1,542, *Seminole* 1,429, *Ivy* 1,181, *Assel* 795, *Natoma* 1,106, *Harry Morse* 1,313, *John Ena* 2,600, *Blairhoyle* 1,291, *Mary Low* 813, *Sigurd* 1,530, *Atacama* 1,235, *Wythop* 1,248, *Gryfe* 1,069, *Heinrich* 923, *Dochra* 966, *Kinkora* 1,799, *Carrier Dove* 672, *Puritan* 584, *Sonoma* 998, *Gunford* 2,108, *William H. Starbuck* 1,272, *Fortuna* 1,332, *Gainsborough* 985, *Eliza* 915, *King Cyrus* 667, *Charles F. Crocker* 813, *Hilo* 642, *Lyman D. Foster* 725, *Hesper* 664, *William Bowdoin* 728, *Elizabeth Graham* 598, *Géneva* 471, *Aida* 507, *Robert Sudden* 585, *Salvator* 444, *Louis* 820, *John D. Tallant* 533, *Germanic* 1,269, *Reporter* 333, *Snow & Burgess* 1,578, *Benjamin Sewell* 1,361, *Templar* 910, *W. H. Talbot* 776, *Eclipse* 1,536, *Beaconsfield* 1,450. Seven cargoes were for Sydney, four for Adelaide, seven for Port Pirie, three for Callao, six for Valparaiso, three for Iquiqui and three for Shanghai. Others went to Plymouth, Montreal, Antofagasta, Pisagua, Antwerp, Holland, Tientsin, London, Melbourne, Cork, Nagasaki and Cape Colony.

The boiler of the *Annie Faxon* exploded with fearful results August 14, 1893. The steamer was on her regular down-river trip from Lewiston in charge of Harry Baughman, captain; John Anderson, chief engineer; J. E. Tappan, purser, and at 7:20 A. M. swung round to land at Wade's bar. When she came into position, with her bow up stream, Captain Baughman gave the signal to go ahead, and at that instant the explosion occurred. Those on board who were not killed outright or thrown into the river were so dazed and injured that they were unable to tell much about the affair; but a young man standing on the bank, waiting for the steamer, states that the explosion was muffled, so that it seemed to make but little noise, and that the boat had the appearance of falling to pieces like a card house. Purser Tappan, but a moment before, had left his bride of a few weeks seated in his office on the upper deck, and had come down with his freight book preparatory to going ashore. While standing by the gangplank, within a few feet of the boiler, he felt the shock and saw a deckhand standing by his side fall dead, with blood gushing from his wounds. His first thoughts were of his wife, and he turned to go to her, but on looking round saw that the house and cabin had been swept out of existence. Captain Baughman felt the first of the shock and saw Thomas McIntosh, who was in the pilot-house with him, beheaded. He then became unconscious, recovering two hours later to find that he had been thrown ashore. Those killed were Mrs. J. E. Tappan, Thomas and John McIntosh, S. McComb, William Kidd, Paul Allen, A. E. Bush and George F. Thompson. Most of the bodies were terribly mutilated, but that of Mrs. Tappan was found without a scar, indicating that she had been stunned by the explosion and drowned. The cause of the disaster will always remain a mystery. The boiler when last inspected was apparently in good condition, was carrying no more than the usual amount of steam, and the fusible plug, which was subsequently found, failed to show any mark of excessive heat, as it would had there been no water in the boiler.

Two well known Sound steamers, the *E. W. Purdy* and *Fannie Lake*, went up in smoke in April, 1893. The former, in command of her owner, Capt. W. K. Merwin, was in Sullivan Slough, a few miles from La Conner, loading hay, and a little after midnight, April 9th, completed her cargo and backed away from the dock. Before she had gone three lengths, a blaze was discovered in the fire-room, and the inflammable nature of her freight rendered all efforts to subdue the flames futile. The engineer threw the throttle wide open, then came out through a window, and with the rest of the crew reached shore in safety. The wheels continued to revolve for about fifteen minutes after the steamer grounded, but as the tide went out, leaving the vessel almost high and dry, she burned down to the keel. The officers of the steamer were W. K. Merwin, captain; H. A. Soper, mate; John A. Williamson, chief engineer; John H. Skinner, steward; and H. B. Campbell, purser. The *Purdy* was valued at about $15,000 and was uninsured. The *Fannie Lake* met her fate in the same way, but little over a fortnight later, within a few yards of the place where the *E. W. Purdy* burned. She was in charge of Alexander Wood, captain, George Benson, mate, and Alexander Riddel, engineer, loaded twenty-five tons of hay at Dr. Calhoun's place, and was waiting for the tide. Shortly after midnight, April 26th, the watchman saw a slight flame amidship just aft the boiler. He gave the alarm immediately, but the crew had barely time to escape. The mate and a deckhand were a short distance down the slough with a scow load of hay which they expected to tow to Seattle. Nothing was saved from the steamer. The *Fannie Lake* was owned by Capt. S. T. Denny, Joshua Green, Frank Zickmund and Peter Falk, was valued at about $5,000 and insured for $4,000. She was built in 1875 and was always a money-maker. The freight steamer *J. C. Brittain*, owned by the Everett Transportation Company, in charge of Captain McDonald and A. F. Hennessey, was wrecked on Bell Rock, in Rosario Straits, May 10th, while *en route* from Roche Harbor to Everett. The steamer struck amidship and began filling rapidly, the incoming water firing her lime cargo and soon damaging her beyond repair. She was valued at $8,000 and insured for $5,000. The Chilean bark *Eritrea*, for Moodyville from Valparaiso, stranded on Dungeness Spit during a thick fog August 4th. She listed over soon after striking, and the crew reached shore with their personal effects. The *Eritrea* was originally the Nova Scotian bark *Eutallia*, which was purchased by the Chileans, who rechristened her the *President Balmaceda*. Under this name she loaded lumber on Burrard's Inlet in 1891, but on reaching Valparaiso she was again renamed the *Eritrea*.



Steamer "Annie Faxon" After Explosion

(See also page 249)

The steamer *Mascotte*, one of the best equipped wreckers in the Northwest, was totally destroyed by fire August 16th while lying at anchor in Pachena Bay between Cape Carmanah and San Juan. The vessel was in charge of Capt. Edward McCoskrie,[4] and the fire was first discovered at 2:00 A. M., apparently coming from the galley, and spread so rapidly that the crew had hardly time to reach shore, many of them being compelled to leave their shoes and other wearing apparel. The *Mascotte* was about three years old, and owing to her great power and light draft had proved very profitable, working among wrecks on the west coast of Vancouver Island. The steamer *J. R. McDonald*, Capt. Frank Worth, from Seattle for Vancouver, B. C., caught fire and was beached on the east side of Prevost Island, February 23d. The hull was afterward saved and taken to Victoria. The tug

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[4] Capt. Edward McCoskrie was born in England in 1852 and has been connected with the marine business since boyhood, beginning on deep-water ships at the age of thirteen. After sailing to various parts of the world for over ten years, he went to the Great Lakes, serving there and on the Lake of the Woods for thirteen years. On coming to the Pacific Coast he was first engaged as master on the steamer *Belle*, afterward going to the *Mascotte*, which he commanded during her entire career, performing excellent work in handling heavy freight and as a wrecker. After the burning of the *Mascotte*, Captain McCoskrie ran the steam schooner *Mischief* for a short time.

Mystic, H. H. Morrison, captain, William McKenzie, engineer, was struck by the steamer *State of Washington*, Capt. G. H. Parker, in Seattle harbor, February 17th, during a dense fog, the tug going to the bottom immediately. She was afterward raised and repaired. The little steamer *Milton*, on her way from Seattle to Tacoma, took fire August 8th, was beached, and soon burned to the keel. The sternwheeler *Ellis*, plying between Seattle and Sydney, was totally destroyed at the latter place by a fire which broke out at one o'clock in the morning, while the watchman was asleep on board. It spread so rapidly that the steamer was cut loose from the wharf, and she drifted across the inlet, where she was scuttled too late to save anything. She was comparatively new and was valued at $20,000. She was in charge of Capt. W. H. Ellis, her owner, and W. W. Gates, engineer. The historic schooner *John Hancock* was wrecked at Sand Point, Alaska, April 6th, while on a codfishing expedition. The *John Hancock* was constructed at the Boston Navy Yard for a Government tug in 1850, and a year later was sent to Annapolis, Md., as a practice ship for the use of the Naval Academy. During the excitement attendant on the Lopez expedition she was armed with brass six-pounders and sent to the Gulf of Mexico as a man-of-war. On returning to New York she was ordered to Boston, where she was refitted and sent to Japan as Commodore Perry's flagship. When the difficulties in the Orient were settled it was on board the *Hancock* that the existing treaty between the United States and Japan was signed. On returning she cruised a while on the Pacific Coast, was then placed in Mission Bay as a powder magazine, and was subsequently sold to Middlemass & Boole, who rigged her as a topsail schooner. She made her final cruise in command of Captain Gaffney.

The brief but exciting career of the unlucky steam schooner *Michigan* closed in January, 1893, when she left her bones in that well known marine cemetery on the west coast of Vancouver Island near Cape Beale. She was *en route* from San Francisco to Puget Sound in charge of Captain Graves with a full cargo of general merchandise. When four days out from the California port she encountered thick weather, with a heavy westerly sea and strong wind, which, with terrible northerly currents, sent her several miles out of her course, and at 10:50 P. M., January 21st, she struck the rocks about thirty miles north of Bonilla Point. The crew escaped in the boats and reached shore with their personal effects. Although the steamer was remarkably strongly constructed, the great force with which she struck, together with the weight of her cargo, rendered it impossible to save her. As she was unable to communicate with Victoria from Carmanah light, Captain Graves crossed to Neah Bay and telegraphed for a tug. The American tugs *Sea Lion*, *Tacoma* and *Discovery*, and the revenue cutter *Wolcott*, started for the scene and brought the crew back a few days later. Considerable was saved from the wreck by the Victoria wrecking steamer *Mascotte*. The *Michigan* carried a crew of twenty-one men and four passengers. One of the former, a German known only as Charlie, became delirious through his hardships on the beach, wandered off and died from exposure. Purser F. M. Bucklin suffered greatly from the same cause, but soon recovered on reaching civilization.

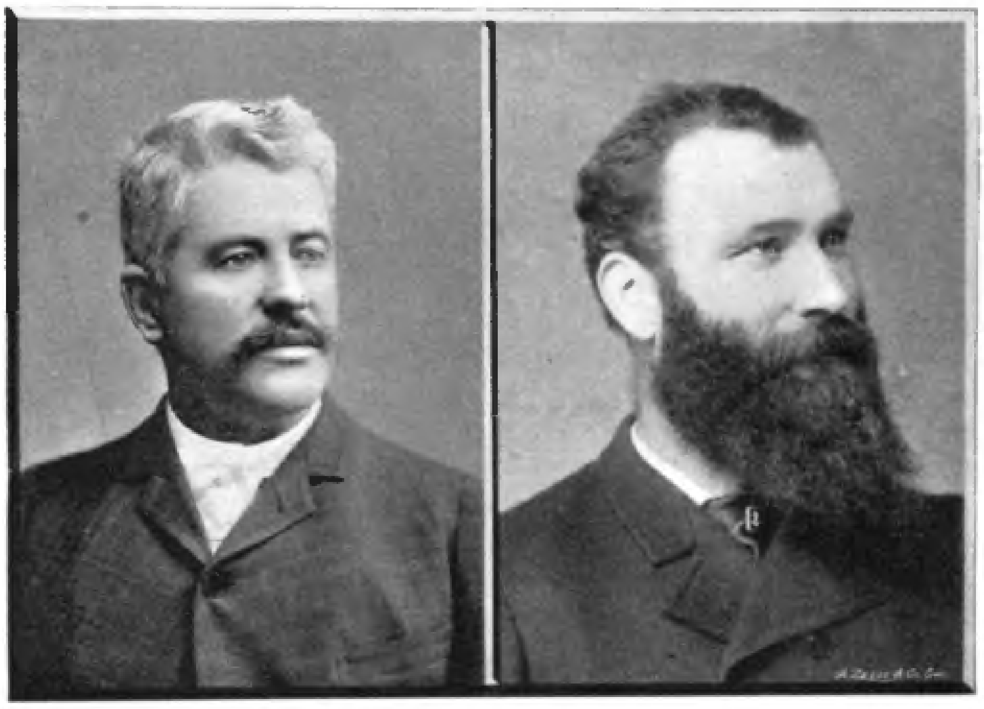
Another historic steamship, the *Wilmington*, Capt. Peter H. Crim, made a fiery exit from a varied and exciting existence. She arrived at Astoria from the Sound, January 31st, after a six days' trip, during which she received severe injuries in a terrible gale, in the midst of which her lime cargo ignited. The flames were extinguished or subdued, so that no further danger was anticipated, but five days later, while lying at Linnton, six miles below Portland, smoke was again seen issuing from the hold. An attempt was made to smother the fire, but the men were soon driven from the hold, the hatches were battened down, and the crew at once moved all the stores and what freight they could save to the wharf. The fire started at 9:20 P. M., Sunday, February 5th, and by daybreak the heat had become so intense that the engineers were forced to abandon their post. At 8:00 o'clock the flames burst through the decks and soon consumed the masts, rigging and cabin. The steamer *Ocklahama* was sent to the rescue but could do nothing except pump the hold full of water, and it sank, warped and twisted, injured beyond all possibility of repair. The *Wilmington* was owned by the Merchants' Steamship Company, composed principally of the smuggling syndicate of which Nat Blum and William Dunbar were the principal members. The steam schooner *Emily*, Capt. F. G. Lucas, while crossing Coos Bay bar, struck and lost her rudder, July 17th, and becoming unmanageable drifted on South Spit, proving a total loss. Those on board were rescued by the life-saving crew, only one life being lost, that of a passenger who refused to obey the instructions of the captain. The *Emily* was built in 1887 and valued at about $20,000.

The Chilean bark *Leonore*, from Valparaiso for Puget Sound, was wrecked October 4th three miles north of Quillahuite River, Captain Jenaca, his wife and four seamen being killed. The bark was caught in a terrible storm, in which the captain lost his bearings. At about 1:00 A. M. on the fourth the lookout reported a vessel on the weather bow, mistaking a rock for a ship. The helm was put hard down, and a moment later the *Leonore* struck on the rocky shore. The wind was blowing a hurricane from the northwest, and the rain was driving down in torrents. When she struck, Captain Jenaca seemed to lose all control of himself, and his wife screamed and ran to the mate for protection, saying that her husband wanted to throw her overboard. For a few minutes the utmost confusion reigned, tremendous seas were breaking over the ship, the wind was whistling through the rigging, and the keel of the vessel was grinding to pieces on the rock. The captain forcibly took his wife from the mate and leaped overboard with her, and a moment later a heavy sea dashed them against the side of the vessel, instantly killing both. The cook, carpenter and one sailor followed the captain, and the sailor was the only one to reach the beach alive. Thirty minutes after striking, the vessel broke in pieces, and the crew drifted ashore on the wreckage. The boatswain succumbed to the cold and was washed off the raft and drowned. The survivors, all of whom were barefooted and scantily clothed, made their way along the beach to Neah Bay, where they telegraphed for assistance. The tug *Discovery* was sent to the scene, but no trace of the wreck remained. The *Leonore* was a wooden vessel of 843 tons.

The three-masted schooner *J. C. Ford*, Capt. Charles Brown, from San Francisco for Aberdeen, foundered off Gray's Harbor, February 17th. She left the Bay City, February 9th, with a cargo of lime and machinery, arrived off the mid-channel buoy February 17th, and, in attempting to run into the harbor, a squall drove her on the South Spit, where she lost her rudder and a long strip of the keel extending to the mainmast. She immediately began to fill, and while one portion of the crew worked the pumps the other was employed in keeping her off shore by working the sails. After two days the pumps became plugged and the vessel almost uncontrollable. The next morning the lime caught fire. The schooner was then about thirty miles off shore, with a tremendous sea running, and the chances of safety for her crew were small; but, on the third morning after the disaster, the Victoria sealing schooner *Brenda* bore down upon them and succeeded not only in saving those aboard, but also in securing about $2,000 worth of property before the *Ford* went down. The vessel was owned by S. E. Slade and Capt. Charles Brown and was of 231 tons register. She was built at San Francisco in 1881 and valued at $15,000.

The whaling bark *Sea Ranger*, Capt. Charles H. Foley, was wrecked at the extreme western point of Alaska, May 25, 1893. She had run in before a light breeze to enable the crew to land and bury the body of James McKee, who had died at sea. She struck an unmarked rock, and a heavy sea soon knocked her to pieces. The captain and a portion of the crew were brought to Port Townsend on the *City of Topeka*. The sloop *Cornelius*, which left Victoria in December, 1892, with about forty contraband Chinamen, was found bottom up one hundred miles south of the Columbia River, February 10, 1893. No trace of the crew or passengers was ever found. The American bark *Cowlitz*, 797 tons, Capt. William Hansen, with a crew of fourteen, sailed from Port Gamble for San Francisco, January 29th, and has never been heard from. The steamer *Grace*, belonging to Capt. W. B. Seymore, caught fire while lying at her wharf at Chico, and her owner sustained a loss of $6,000. The wrecker *Whitelaw*, well known in the Northwest, parted her moorings during a sudden squall at Russian Gulch, Cal. The propeller fouled, and the steamer was rendered helpless and drifted upon the rocks, becoming a total loss. The steamer *Truckee* lost her propeller on Tillamook bar March 20th, and, after transferring her passengers to the *Augusta*, started to sail to San Francisco, but being unable to make headway was towed into the Columbia River by the tug *Wallowa*. The river steamer *R. R. Thompson* was sunk at Mount Coffin, June 22d, and the *Orient* at Portland, April 12th; both were afterward raised and repaired.

Two of the oldest marine men in the Northwest passed away in 1893. Capt. Jackson G. Hustler, who came to the Pacific Coast in 1849 and commenced piloting on the bar with the schooner *Mary Taylor*, died at Astoria, February 1st, and Capt. George Flavel, another pioneer of 1849, at his home in Astoria, July 3d. Other deaths were Capt. George T. Easterbrook, a resident of Pacific County, Wash., since 1853, at his home on North Beach in June; Capt. E. J. Moody, a well known river pilot, from the effects of heart disease, at Portland, June 23d; Capt. John J. Holland, for twenty years master builder of the Oregon Steam Navigation and Oregon Railway & Navigation companies, at Seattle, January 28th; and Archibald N. Gilmore, chief engineer of the steamship *Oregon*, at Portland, January 21st. Mr. Gilmore was formerly in the United States Navy and was one of the engineers on the old monitor *Monadnock* when she was brought to the Pacific Coast. He was for nearly fourteen years chief engineer of the *Oregon*.

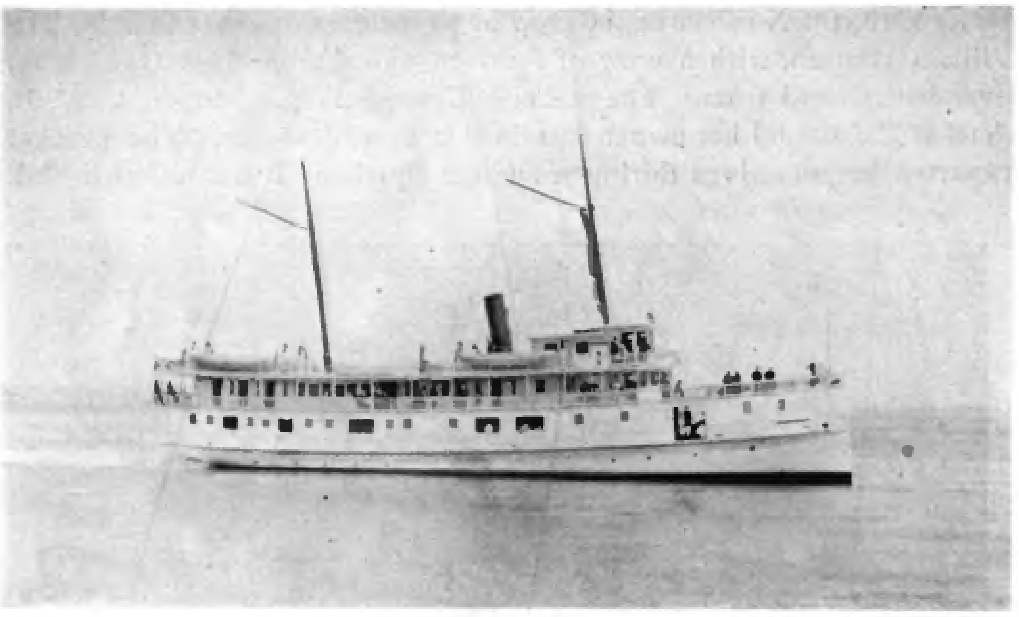


FRANK McDERMOTT CAPT. E. S. EDWARDS
U. S. STEAMBOAT INSPECTORS, WILLAMETTE DISTRICT

The most important steamer built in the Willamette district in 1894 was the *Lewiston*, which was constructed at Riparia by the Oregon Railway & Navigation Company to take the place of the *Annie Faxon*, wrecked in a boiler explosion in 1893. The new steamer was one hundred and sixty-five feet long, thirty-four feet four inches beam, and five feet three inches hold. At Portland, Capt. F. B. Jones set afloat the *Eugene*, a light-draft sternwheeler one hundred and forty feet long, twenty-eight feet beam, and five feet hold, with engines twelve by sixty inches. The steamer was placed on the run between Portland and the headwaters of the

Willamette in command of Captain Waud. The whaleback *City of Everett* was launched at Everett in 1894 but was not completed until 1895. Small steamers built on the Sound were the *City of Bothwell*, length sixty-four feet nine inches, beam fourteen feet five inches, depth of hold three feet four inches; *City of Renton*, length forty feet, beam ten feet, depth three feet five inches; *Enigma*, length forty-eight feet eight inches, beam fourteen feet, depth five feet six inches. The latter steamer was launched on Lake Washington by Riddel & Ward to take the place of the old *A. Perkins*. The steamer *Ariel* was constructed at New Whatcom and the *Vigilant* at Ballard. The schooners *Stella Erland* and *Penguin* were also set afloat at the latter place. The schooners *Loyal* and *M. M. Morrell* were completed at Seattle, and the *Ella Johnson*, a fine sealing schooner of one hundred tons burden, at Port Angeles. At Port Blakely, Hall Brothers built the Hawaiian steamer *Eyas*, the seventy-eighth vessel constructed by them in twenty years. At Coos Bay the barkentine *Omega* and schooners *General Siglin* and *Peregrim* were launched. The British bark *Archer* was rebuilt at Port Blakely by Captain Calhoun and placed under the American flag. Victoria's fleet was increased in 1894 by the steamers *Shelby*, *Mamie* and *Swan*, constructed in the Province, and the tug *Mogul* and schooners *Amateur*, *South Bend*, *R. J. Morse* and *Pachwallis*, all of American build, which were this year placed under the British flag. The sternwheeler *Gwendoline*, plying on the upper Columbia River, with headquarters at Golden, B. C., was added to the inland fleet.

Capt. D. B. Jackson, to whom the Puget Sound country is indebted for her finest steamers, in 1894 followed his former successes, the Washington Steamboat Company and the Puget Sound & Alaska Steamship Company, with the Northwestern Steamship Company, which secured the *Rosalie*, *George E. Starr* and *Idaho*. The *Rosalie*, a propeller one hundred and thirty-six feet long, twenty-seven feet beam, and ten feet hold, was built in Alameda in 1893, sent north for the Puget Sound and Alaska route, but, after making a few trips there, was turned over to her present owners. She was placed on the Victoria run in charge of C. W. Ames, captain, with William Williamson, pilot, and the *Starr* and *Idaho* were operated to Port Townsend by way of the mill ports. All of the steamers enjoy a good business, and the new company bids fair to prove fully as profitable as any of its projector's previous ventures. Captain Jackson is president, and is assisted in the management by B. F. Brierly and Henry F. Jackson. A marine railway, with a capacity for handling vessels up to 1,000 tons register, was completed at Victoria in 1894 by William Turpel and proved a great convenience to the scores of sealing schooners and other craft making their headquarters at that port. British Columbia's lumber fleet for 1894 included fifty vessels, thirty of which loaded at Vancouver, twelve at Moodyville, four at Victoria, three at New Westminster and one at Cowichan. Of these cargoes, that of the British ship *Verajean*, consisting of 1,622,000 feet of lumber, was sent to Alexandria, Egypt, this being the first shipment of that commodity to arrive at that port from the Pacific Coast. Another was sent to Amsterdam, while the remainder were distributed to various European, Oriental and South American ports. The growth of this branch of the marine industry is strikingly illustrated by comparing the records of a single day with the business of forty years ago. One day's fleet in 1894 was nearly equal to that of the entire year in 1854, although so short a time has elapsed that some of the men engaged in handling the first lumber and coal cargoes from the Northwest are still in service.



Northwestern Steamship Company's Steamer "Rosalie"

October 25, 1894, the following vessels were loading coal on Puget Sound or in British Columbia: At Tacoma—American bark *Gatherer*, Captain Nervick. At Seattle—American ships *Raphael*, Whitney; *Columbia*, Neilson. At Nanaimo—American bark *Highland Light*, Hughes; ships *Wilna*, Slater; *B. P. Cheney*, Masher; *W. F. Glascock*, Graham; *Rufus E. Wood*, McLeod[5]; *C. F. Sargent*, Boyd; *Glory of the Seas*, Freeman; *John C. Potter*, Meyer; *Elwell*, Ryder; *Louis Walsh*, Gammons. Those loading lumber were: At Tacoma—American barkentine *Willie I. Hume*, Bridgman; ship *Dashing Wave*, Morehouse[6]; schooners *Carrier Dove*, Brandt;

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[5] Capt. William J. McLeod was born in Nova Scotia in 1858 and has been engaged in the marine business since 1873, sailing out of Nova Scotia ports for many years. While in the ship *Sea King* a few years ago, she was in collision with the French ship *Victorine* off the coast of Chile, and both vessels were dismasted and put into Pisagua for repairs, where the *Sea King* was seized. The matter was in court for seven months, and, finding it difficult to secure justice, the captain slipped his anchors one night and started for San Francisco. A man-of-war was sent after him, but, supposing he would go up the coast, followed a blind trail for forty-eight hours without sighting the vessel. The *Sea King* in the meantime went off shore, with every stitch of canvas spread. For the past few years Captain McLeod has been in charge of the *Rufus E. Wood* in the coal trade.

[6] Capt. George F. Morehouse was born in Massachusetts in 1856, came to San Francisco in 1871, and began running between San Francisco, Puget Sound and Honolulu in the brigantine *North Star*, subsequently wrecked off Cape Flattery. He has been in command of several well known coasters since then, and was master of the ship *Dashing Wave* when she made the fastest trip on record between San Francisco and Tacoma. He is still in charge of the *Wave* and when ashore resides in San Francisco.

Jennie Wand, Olsen; *Annie Larson*, White; *Emma Claudina*, Neilson; British ship *Windsor Park*, Lambie. At Port Blakely—American schooners *Alcalde*, Sanders; *Vesper*, Lunbaldt; *William H. Talbot*, Bluhm; *George W. Watson*, Friedberg; bark *Ceylon*, Calhoun; barkentines *Modoc*, Bosch; *John Smith*, Groth; ship *Carondelet*, Brannan; British ships *Graystoke Castle*, Griffiths; *Beechmont*, Sauter; Chilean ship *Georgina*, Paroda. At Port Gamble—American barkentines *Skagit*, Robinson; *Amelia*, Ward; bark *Arkwright*, Moore[7]; schooner *Spokane*, Jameson. At Seattle — American bark *Colusa*. At Port Hadlock — American barkentine *Retriever*, Sloan; ship *Guardian*, Bogan.[8] At Vancouver—American barkentine *Irmgard*, Schmidt; brig *Geneva*, Paulson; bark *Colorado*, Ferguson; British bark *Alexandra*, Barfield; ship *Linsmore*, Ferguson. At New Westminster — American schooner *Sadie*, Smith. The German bark *Senta*, Thiemann, at New Westminster, and the British bark *Corryvechan*, Abbott, at Victoria, were loading salmon. At Tacoma the British ships *Andrana*, Adams, *Eton Hall*, Lorison, *Glenfinlas*, Patterson, and *Lewiston*, Latta, were loading wheat. The American schooner *W. F. Jewett*, Johnson, was at Port Angeles and the schooner *Norma*, Thompson,[9] at Port Townsend, ready for sea. The barkentine *Wrestler*, Bergman, was at Victoria repairing, and the bark *Melrose*, Kalb, at Port Townsend awaiting orders. The *Shirley*, at Tacoma, and the *Vidette*, *Northwest* and *Tidal Wave* at Port Madison, were laid up. The latter three were sold in December by the United States marshal to A. W. Jackson of San Francisco. In 1894, at the Port Townsend custom-house, 268 vessels registering over twenty tons were enrolled, and 105 were also registered there under twenty tons burden, making a grand total for that district of 373 vessels, with a total net tonnage of 94,225.

CAPT. WILLIAM H. MOORE

The closing days of 1894 were marked by a series of marine disasters attended by greater loss of life than in any year since the fatal 1875. The steamers *Montserrat* and *Keweenaw* and the ship *Ivanhoe*, carrying over eighty people, sailed away with coal cargoes, and were blotted out of existence with all on board. Scanty pieces of wreckage found on the desolate islands of the north furnished the only clew to the awful fate which overwhelmed them. The first of the trio, the American ship *Ivanhoe*, sailed from Seattle, September 27th, with the following crew: Edward D. Griffin,[10] captain; James J. Toohig and Charles Christianson, mates; William Andolin, carpenter; Hans Stephenson, M. Stewart, Frank Saariner, H. Johnson, Emil Lowenroth, George Cordner, Samuel Hart, J. Johanesson, M. C. Gunderson, Lenart Holm, W. Herman, John Anderson and Martin Jacobson, seamen, and two Chinese cooks. She carried four passengers, among them Frederick J. Grant, editor and part owner of the Seattle *Post-Intelligencer*, one of the most prominent men in Washington. The *Ivanhoe* passed out of the straits in tow of the tug *Tyee* on the evening that she left Seattle, in company with the *Yosemite*, belonging

CAPT. JAMES BOGAN

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[7] Capt. William H. Moore has been sailing in the coasting trade out of San Francisco for nearly twenty years. He was mate on the *J. B. Walker* in 1878, held the same position on the bark *Wilna*, and was master and mate on the *C. F. Sargent*. In 1891 he had the latter berth on the tug *Pioneer* and has recently been in command of the bark *Arkwright*.

[8] Capt. James Bogan was born in Ireland in 1850 and commenced going to sea when ten years old. In 1867 he began sailing out of New York ports and in 1872 came to the Pacific Coast and joined the *Shirley*, then ship-rigged, going from her to the steamer *Shubrick*, where he served for three years as quartermaster and afterward held a similar position on the *State of California*. He was for five years mate on the ship *Dashing Wave*, then took command of the bark *Samoset*, which he sailed for two years, and was then appointed master of the *Dashing Wave*. He left the *Wave* to take charge of the *Shirley*, on which he had entered service as a sailor many years before. Since that time he has handled the brig *Courtney Ford*, ship *Guardian* and barkentine *Retriever*, taking the latter vessel in January, 1895.

[9] Capt. J. S. Thompson was born in Calais, Me., in 1864, and commenced his marine service on the ship *Alexander Gibson* when a boy. After making one voyage with her he went to the ship *St. Joseph*, which was sold in Liverpool, and Thompson was transferred to the ship *St. Mark*, where he ran as third mate. He was afterward on the ship *Manuel Llaguno* as third and second mate, and then returned to the *St. Mark* in the latter capacity. His last trip in the deep-water trade was with the ship *William R. Graves* as mate, and on leaving her he took command of the schooner *Challenger*, which he sailed in the coasting lumber business four years, going from her to the schooner *Norma*, which he handled in the same traffic a similar length of time, always making fast and successful trips. In 1895 he purchased an interest in the bark *Nonantum*, which he is now commanding.

[10] Capt. Edward D. Griffin was born in Massachusetts in 1856 and was engaged in the marine business for over a quarter of a century. He was one of the crew of the ship *Steward Henneman*, which capsized on the equator, and was one of eight survivors out of a crew of fifty. After coming to the Pacific Coast he sailed the *Ivanhoe* for several years. He left Seattle with her on her last voyage in November, 1894, and nothing has been heard of the fate of the *Ivanhoe* or her crew.

to the same owners. Outside she was with the barkentine *Robert Sudden*, Captain Burkholm, until the next day, when a heavy southeast gale sprang up, which increased in violence until it blew a hurricane, accompanied by rain and hail, and the weather was so thick that nothing could be distinguished at a distance of a few hundred feet. It cleared a few hours later, but nothing was seen of the *Ivanhoe*. The revenue cutter *Grant* made a short cruise in search of the vessel, but, as is usually the case, was not sent to the rescue until long after her opportunity of rendering assistance, even if such a thing had been possible, had passed. Considerable wreckage was sighted along the coast for several weeks after the storm, but the first that was identified as belonging to the *Ivanhoe* was one of her life-buoys picked up on Christie Island, Barclay Sound. This led to the belief that the vessel foundered soon after passing the straits, as she was seen going off shore to the southwest soon after the *Tyee* dropped her. The presence of a northerly current in this vicinity is well known, but a few weeks later the ship's name-board was picked up on the northern Sand Spit at the entrance to Willapa Bay, over one hundred and fifty miles south of the spot where the buoy was found. This board, which was from the port quarter, was picked up by the lighthouse-keeper's wife December 18, 1894, who found it standing upright, deeply buried in the sand, with only the last letter of the name visible. Its general appearance showed that it had been exposed more to the action of the blowing sand than the sea, the gold lettering of the name being remarkably well preserved. Commander Farenholt of the Thirteenth Lighthouse District secured the board and sent it to James D. Hoge, Jr., of Seattle, accompanying it with a letter setting forth facts strongly bearing out the theory that the *Ivanhoe* must have been in the vicinity of the Columbia River when she met her fate. Commander Farenholt's letter reads as follows:

> "The prevailing ocean currents on the coast of Oregon and Washington are from the southward; southerly winds increase their velocity. Close inshore, at rare intervals, a weak current from the northward is experienced. Buoys breaking adrift from their moorings off the coast are never found on the beach near their original anchorage, but miles away, in some cases hundreds, to the northward, and this, too, when it is known that they broke adrift during a northerly gale. I do not wish to advance any theory, for the particulars of the loss of the *Ivanhoe* can only be surmises, but, to judge from the finding of this board at Willapa Bay, it would seem that the ship foundered much farther south than is generally believed. It is improbable that this board was carried inshore off or near Cape Flattery by a current setting to the southward, against strong southerly winds and currents. The topography of the coast line from Flattery to Willapa is such that a floating object drifting from the northward would probably have stranded at one of the many more prominent places than the beach at Willapa. It is surmised that the *Ivanhoe* sprang 'a leak,' or that the hatches were crushed in by heavy seas. Pumps could not free her, and, with her heavy cargo of coal, she rapidly foundered. The condition of the board bears out this theory. There is no mar or defect to be seen. It had been strongly secured to the ship's quarter. Had the vessel been in collision or been dismasted, I should infer from the locality where the board was placed that it would have at least been scratched or otherwise injured."

CAPT. DAVID O. BLACKBURN

The *Ivanhoe* was built at Belfast, Me., in 1865, and was two hundred and two feet long, thirty-nine feet beam, and twenty-seven feet depth of hold, net tonnage 1,563. She had been in the coasting trade between San Francisco and northern coal ports for several years and was owned by the Black Diamond Coal Company.

The steamship *Montserrat* left Nanaimo late in the evening of December 6th, and the following morning the steamship *Keweenaw* left Comox. The *Montserrat's* crew was as follows: David O. Blackburn,[11] captain; John Brewer, first officer; M. Carroll, second officer; Thomas Brennan, chief engineer; T. Linehan, first assistant; I. Williamson, A. Yohenson and E. Aguilera, firemen; H. C. Otto, Frank Brito and Thomas Madden, coal-passers; George Holland, P. Hayes, John Heney and M. Moore, oilers and water-tenders; Thomas Williams, carpenter; A. Palla, Alexander McDonald, R. Hager, Theodore Nordstrom, Louis Simonson, Gus Borgesen and John Johnson, seamen; John Grolaw, steward; George Emanuel, cabin boy; J. Berros, messman. With the *Keweenaw* were W. H. Jenkins, captain; A. W. Bowdoin, first officer; H. G. Jenkins, second officer; Charles S. Smith, chief engineer; Arthur Jackson, first assistant; Archie Kollock, second assistant; J. W. Ryan, third assistant; L. W. Ravenaugh, carpenter; Hans Jackson and J. W. Ujornklund, quartermasters; Hans Swanson, M. Hanson, Robert Wales and Max Miller, seamen; Charles Daley and James Dolan, cooks; H. Thompson, pantryman; Thomas Martin, waiter; John Fraser, messboy; Paul Vincent, George F. Wood, George W. Daken, oilers; Charles Lee, Luke Moore, John Evoy, A. Burke, B. Stevens and Thomas Colleron, firemen; Michael

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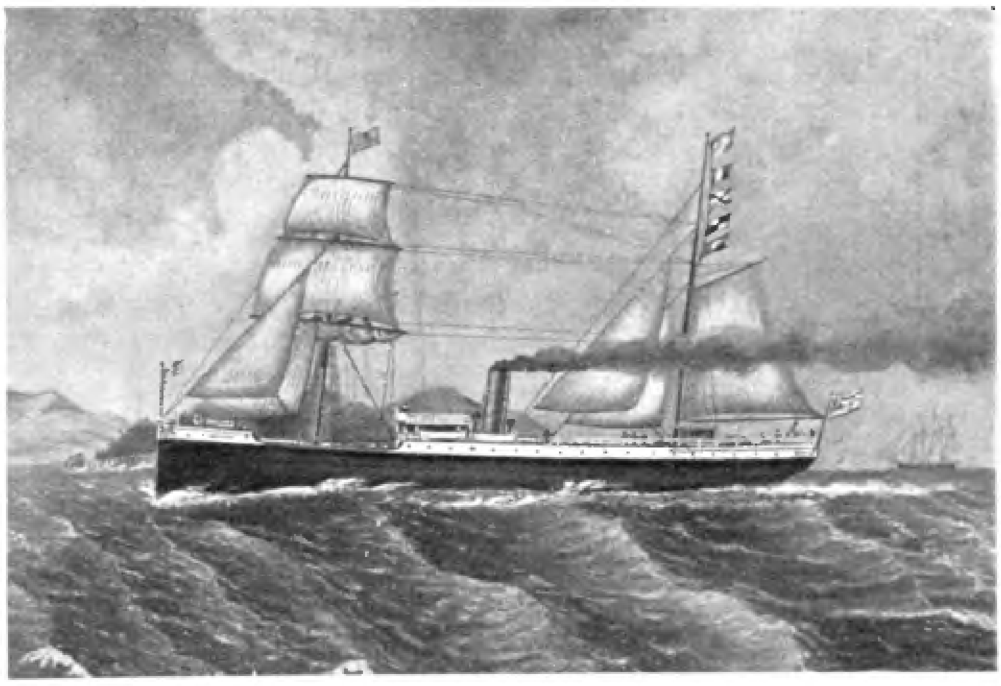
[11] Capt. David O. Blackburn was a native of Nova Scotia and arrived on the Pacific Coast nearly twenty years ago. His first work was as a fisherman on the Columbia River, and on leaving there he entered the steamship service, working his way up from third mate to master. He was at different times in charge of the *Al Ki*, *Wilmington*, *Umatilla*, *Walla Walla*, *Willamette*, and several other well known coast steamships, and was so successful with all of his charges that he was commonly alluded to as "Lucky Blackburn." When the *Montserrat* was purchased for the coal trade, Blackburn secured an interest in her and took command. He made two trips to the Gilbert Islands on blackbirding expeditions, which proved so profitable that he soon secured a controlling interest in the vessel, which was always a money-maker. Capt. Blackburn obtained several large salvage fees for towing disabled steamers into port and had a highly successful career until the terrible storm of December, 1894, sent him down with his ship. He had his faults, and may have engaged in questionable pursuits, but, for all that, he was a whole-souled son of the sea and will long be remembered as a unique figure in steamship history in the Northwest.

Ravenaugh and John Ward, coal-passers; Edward N. Snow, apprentice. The *Montserrat* was supposed to have two or three passengers aboard, as Blackburn was noted for his generosity in this respect, and seldom made a trip without carrying one or two who were unable to pay their way on the regular steamers. The *Montserrat* and *Keweenah* came together near Cape Flattery on the afternoon of December 7th, and were last seen by the lookout at Tatoosh Island toward evening, about ten miles out, plunging head on into an increasing southwest gale. The *Montserrat* at this time was a few miles ahead, and when they were sighted again in the evening she was about half a mile in the lead, still bucking into a head sea that was gaining in fury. As they vanished in the darkness the *Keweenah* was seen shipping an immense sea. This was the last glimpse of either vessel, and the particulars of their terrible fate will never be known.

The storm grew in fury and continued for over a week, doing a great amount of damage and strewing wreckage along the coast from San Diego to Alaska. Months passed before anything which could be identified as belonging to either of the steamships was found, but on February 28th the medicine chest of the *Montserrat* was discovered on the beach on the southeast end of Etalin Island. The brass plate bearing the name of the vessel and builders was removed and given to Captain Wallace of the *City of Topeka* a few weeks later. In May, 1895, the schooner *Maud S.* ran into Rose Harbor, Queen Charlotte's Island, and, in passing through the Indian village, her officers found numerous pieces of finished wood which apparently belonged to the lost colliers. Two of these, which were nailed to the walls of a hut, bore the names *Montserrat* and *Keweenah*. The finding of this wreckage so far from where the vessels were last seen would indicate that they turned before the gale and were looking for shelter when they went to the bottom. One theory is that the *Keweenah*, which was not so well adapted to rough weather as the *Montserrat*, broke down, and, in attempting to give her a line, the *Montserrat* collided with her, sending both vessels to the bottom. Blackburn on more than one occasion had put hawsers aboard disabled steamships, and, realizing the value of his services in case he could save the *Keweenah*, he may have taken risks that a less daring mariner would never have incurred. Another theory, which is generally accepted, is that both steamers, being overloaded, foundered and went down so quickly that none of the men had a chance to escape. Blackburn's reputation for tempting fate in this manner was notorious, and, although he had a remarkably stanch steamer, he invariably loaded her down until she was left without sufficient buoyancy to rise with the sea. His numerous hairbreadth escapes and the advice of his friends had no effect on him, and, when remonstrated with, he would only smile and say: "Never mind her. She's all right: she can climb a tree." Captain Jenkins of the *Keweenah* had a much weaker vessel and for this reason had never taken the chances with her that the fearless Blackburn had with the *Montserrat*; but, if the collision theory is not the correct one, the *Keweenah* would have had but small hope of safety in a storm that would send the *Montserrat* to the bottom, even though not overloaded.



Steamship "Montserrat"

The Victoria tug *Estelle* met with a terrible fate in February, 1894, foundering off Cape Mudge, carrying every man on board to the bottom. Particulars of the disaster will always remain a mystery, as there were no witnesses, but, from the appearance of wreckage found in the locality, the wreck must have been similar to that of the *Standard*, which was lost at the same place two years before. The *Estelle* left Nanaimo, February 3d, with feed and supplies for the logging camps on Vancouver Island, in charge of Capt. James Christiansen, Jr., who had taken command but a few days before. With him at the time were Herbert Whiteside,[12] chief engineer; Robert Wilson, assistant engineer; George Hallett, fireman; Carl Johnson, mate; William Morrison, deckhand; a Chinese cook, and Norman McDougall, part owner of the vessel. The first intimation of disaster was the finding of wreckage at the mouth of Campbell River. A man named Halstone picked up a life preserver and a quantity of chopped feed. He then notified a neighbor, and they made a further search, finding a large portion of the pilot-house and the engine-room door. The condition of this indicated that the accident was due to an explosion, which must have been of a most violent nature, as the heavy timbers and iron railings had been torn to splinters. Mr. Haslam, one of the owners of the steamer, accompanied Captain Christiansen, Sr., to the scene of the wreck and expressed the opinion that the explosion must have occurred in the open air before the vessel sank, otherwise the wreckage would not have been so badly shattered. Others were equally certain that the steamer was caught in the tide rip near Cape Mudge, and that the explosion, if there was any, did not take place until she foundered. Captain Christiansen, who had charge of the tug, was a son of the pioneer pilot Christiansen, and, although a young man, was an experienced navigator in British Columbia waters. No trace of any of the men was ever found. The *Estelle* was built at Nanaimo in 1891 under the supervision of Haslam, her managing owner, at a cost of $20,000. She was ninety feet long, sixteen feet beam, and nine feet hold, with engines fourteen and twenty-six by eighteen inches. The boiler was only a year old and was allowed 135 pounds of steam. McDougall, who was on board, had purchased an interest in the vessel only a week before.

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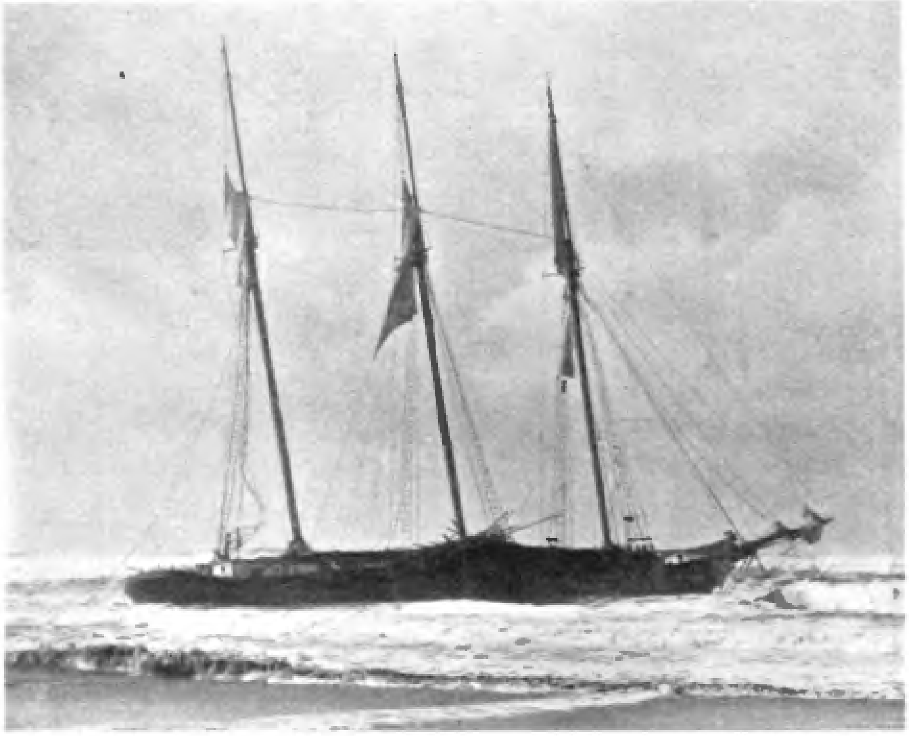
[12] Herbert Whiteside, engineer, was born in England in 1868, and, after a thorough course at Stephenson's works at Newcastle-upon-Tyne, he began running as engineer on Oriental liners. On coming to this coast a few years ago, he worked on the *Lorne*, *Alaskan* and other vessels, and in February, 1894, went out on his last trip as engineer on the ill-fated *Estelle*, from which no tidings have ever come.

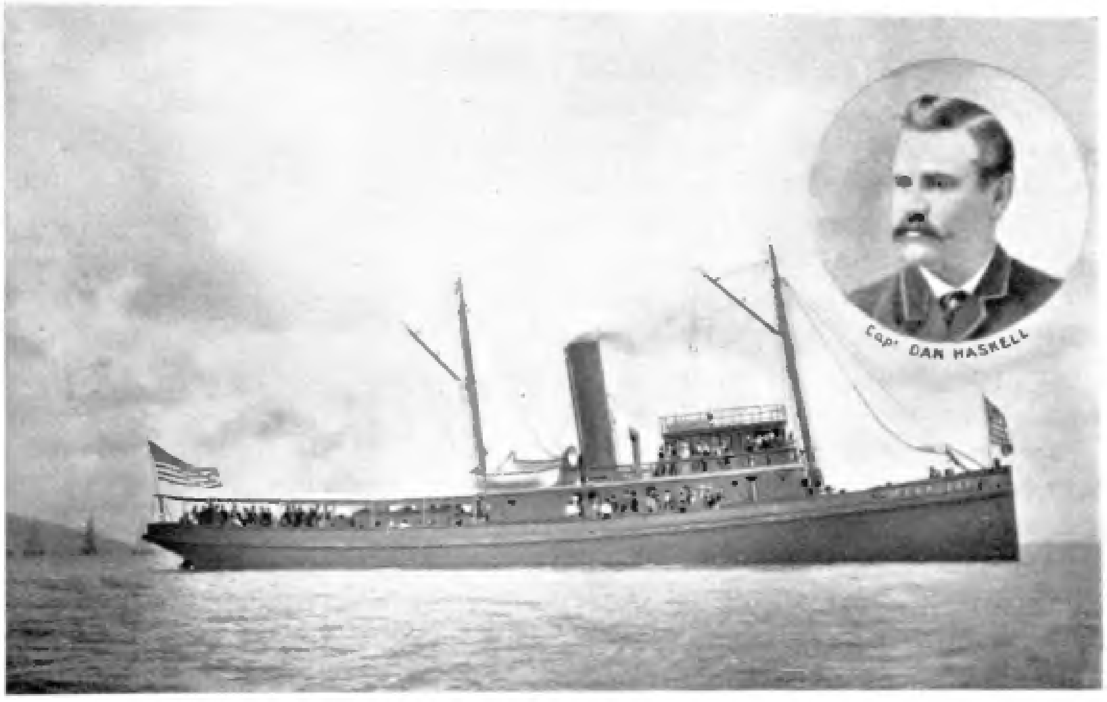
CAPT. JAMES CHRISTIANSEN, JR.

In December the venerable bark *Southern Chief*, from Tacoma for Port Adelaide, Australia, with 970,000 feet of lumber, saved the lives of those on board by falling to pieces off Cape Flattery, instead of getting so far seaward that her crew could not reach shore. She was towed out by the tug *Wanderer* and squared away before a fresh southeaster, which twenty-four hours later increased to a moderate gale, in which she labored very heavily, straining every timber in her frame. A big leak was soon started, which the pumps were unable to keep down, and thirty thousand feet of the deck load were jettisoned. Two hours later the stern quarters were carried away, every seam appeared to open, the decks bulged up, capsizing the donkey-engine and boiler, heavy seas swept the decks, the steering gear was adrift and the vessel perfectly helpless. She was at this time about fifty miles southwest of Cape Flattery. On the third day out the crew were rescued by the barkentine *Skagit* and afterward landed at Port Townsend by the tug *Sea Lion*, which with the *Holyoke* and *Pioneer* started after the derelict. The *Holyoke* sighted the abandoned vessel forty miles west of Cape Flattery, and, when she got alongside, found Second Mate Hayes of the barkentine *Retriever* in charge. The *Holyoke* was the first to put a hawser aboard, the *Sea Lion* did so a few hours later, and together they towed her into Port Townsend. She held together until she reached port, but on examination it was found that, instead of the ship carrying the cargo, it was carrying the ship, as the vessel was crumbling to pieces. The *Southern Chief* was nearly forty years old, and made her first trip to Port Townsend in 1857. At that time the captain had a serious disagreement with his crew, which ultimately resulted in the death of three of the sailors. The men retained an attorney to prosecute their claim, and, not being satisfied with his settlement with the captain, threatened him with personal violence. In the fight which ensued the lawyer shot James Sparrott and Alexander Clarke, killing them instantly, while Buckley was clubbed to death with the butt of the gun.


WRECK OF SCHOONER "WILLIAM L. BEEBE"

The *William L. Beebe*, a Puget Sound production about twenty years old, was wrecked on the ocean beach about three miles south of the Cliff House, December 10, 1894. The schooner was from Port Blakely for San Francisco, and in attempting to cross the bar struck and began pounding to pieces in the breakers. The crew were driven to the rigging and rescued by the life-saving crew. The schooner *Nora Harkins*, in ballast from San Francisco for Gray's Harbor, lost her rudder while trying to beat into the harbor October 16th and drifted on Peterson's Point, where she became a total wreck. Peter Peterson, a seaman, was washed overboard and drowned, but the rest of the crew escaped. The British bark *Archer*, from Victoria for the Columbia River, was abandoned off Cape Flattery, March 18th. She encountered a fearful gale, accompanied by a blinding snowstorm, in the midst of which her loose shingle and rock ballast shifted until she was on her beam ends. The crew hung to the poop rail for several hours before they were able to launch a boat, Andrew Anderson, the carpenter, and Evans, a seaman, being swept away and drowned. Capt. John Dawson and the rest of the crew escaped in a boat and a few hours later were picked up by the ship *John C. Potter*, Captain Meyer, from Departure Bay for San Francisco. The *Archer* was afterward towed into Clayoquot Sound by the Canadian Pacific Navigation Company's steamer *Maude*, and Capt. John Irving subsequently secured the tug *Pioneer* to take her to Victoria, where she was sold to Capt. Rufus Calhoun for about $4,000. Her new owner spent about $20,000 repairing her, and she is now sailing under the American flag. The brig *T. W. Lucas*, from Hoodsport for San Francisco, was abandoned at sea off Port Orford, October 24th. She had battled against a southeast gale for over a week, during which she began leaking so badly that the crew were unable to keep her free. Captain Bose then started to run for Port Orford and on the morning of the twenty-fourth was picked up by the steamer *Homer*, Captain Paton, who took the crew aboard and carried them to San Francisco. The derelict continued floating in that vicinity for several months before she finally went to pieces.

The British steamship *Crown of England*, which had been in the coal trade out of Nanaimo for the past year, was wrecked on Santa Rosa Island in November, 1894. She was *en route* from San Diego to Nanaimo in ballast, went on the rocks during a dense fog, striking at two o'clock in the morning, and was soon battered to pieces by the sea. All hands reached the island in safety, and John Poole, first officer, and five of the crew went to Santa Monica and telegraphed for assistance. The tug *Fearless*,[13] Capt. Dan H. Haskell, was sent to the scene, and the wreck was afterward purchased by San Francisco parties, who succeeded in saving a large portion of the machinery. The *Crown of England* was a 1,600-ton iron steamship built in 1890, and was well known in the north as the first steamer chartered by Samuel Samuels & Co. to run between the Orient and Seattle. Not making a success of this trade, she was chartered by John Rosenfeld & Co. of San Francisco and for the past year had been in the coal traffic. At the time of the disaster she was in charge of James Hamilton, captain; John Poole, first officer; Henry McGeorge, second officer; R. Mehaffy, chief engineer; D. D. Dunn, first assistant; and John Clarke, second assistant.



Tug "Fearless"

Two well known steamships on northern routes twenty years before came to grief in 1894. The first of these, the *Los Angeles*, formerly the United States revenue cutter *Wyanda*, was wrecked at Point Sur, April 21st, while *en route* from Newport, Cal., to San Francisco. The steamer sank in about six fathoms of water, and the crew and passengers took to the boats, part of them reaching shore at Point Sur. The others, with the exception of Nolan, the fireman, and two passengers, who were drowned, were picked up by the steamship *Eureka*. The vessel was a total wreck. She was in charge of Capt. George Leland and Chief Engineer Wallace. The other old-timer was the *Newbern*, Captain Von Helms, from Guaymas for San Francisco. She was eight days out from the former port with a cargo of oranges, tan bark and bullion, and thirty-two passengers, and at 3:00 A. M., October 14th, grounded a few miles north of San Pedro lighthouse. She was running in a dense fog, a swift current carried her off her course, and she went full speed on the rocks. The passengers were rowed ashore, and the vessel broke in two shortly afterward.

The second attempt to tow a log raft on the Pacific Ocean was made in 1894 and resulted fully as disastrously as the first. The leviathan was constructed at Stella, about forty miles above Astoria, by Baines & Robertson, and contained ten thousand logs bound together by immense chains. It was five hundred and twenty-five feet long, contained nearly five million feet of timber, when ready for sea had seven feet of free board at its highest point, and was drawing twenty feet of water. It was constructed in the form of a cigar, fifty-two feet wide in the center, with a central circumference of one hundred and thirty-seven feet and at each end of sixty feet. The main chain, which had an historical interest as the anchor chain of the ill-fated *Vandalia*, wrecked at Apia, Samoa, was of one and seven-eighths inch iron, and the cross chains, which were run at right angles, were placed at intervals of twelve feet and were of one and one-quarter inch iron, each attached to the main chain in such a way that the strain of towing, when it came on it, would be brought to bear on every chain in the structure. The tug *Monarch* was sent up from San Francisco and in command of Captain Thompson left Astoria with the raft at 10:30 A. M., October 12th. The bar was smooth, and the big tow was soon heading for the south. In the evening the wind began to rise, and at midnight a forty-mile southeaster was blowing. At 4:00 A. M. the tug had made but eighteen miles since leaving the Columbia, and that afternoon another gale commenced, so that she could make no headway; and all that night the *Monarch* and the raft rolled in the trough of the sea. The wind eased up the next morning, but the heavy sea running rendered it extremely difficult to proceed, and at daylight piles were noticed coming out of the raft both fore and aft. At 10:00 A. M. on the fourteenth the steamer had made forty-six miles of her journey. A thick fog, accompanied by a heavy westerly swell, was encountered on the morning of the fifteenth, and at 4:00 P. M. the wind was blowing forty miles an hour with an ugly cross sea. The next morning the waves were rapidly battering the raft to pieces, and an hour after daylight there were only seventy-five feet left together. Finding that further efforts were useless, the remainder of the tow was cut adrift. There were sixty tons of chain around the piles, and, as the timbers slipped out, the chain went to the bottom, anchoring the tug until the hawser was cut.

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[13] The tug *Fearless* is a Pacific Coast production and was built at the Union Iron Works, San Francisco, in 1892, under the superintendence of her master, Capt. Dan H. Haskell, for John D. Spreckels & Co., at a cost of $145,000. She is the most finely equipped and powerful tugboat in the world. Her dimensions are, length one hundred and fifty-three feet, beam twenty-six feet, and depth of hold sixteen feet six inches, with engines twenty, thirty and fifty by thirty-six inches, developing fifteen hundred horse-power and enabling her to make very fast time with heavy tows. She fulfilled the expectations of her builders on her first trip by towing a 2,200-ton ship from San Diego to San Francisco, a distance of 485 miles, in fifty hours. Owing to her size, power and speed, she has proved a valuable addition to the tugboat fleet, not only at the Bay City, but all along the Pacific Coast, where she has made a number of tows between the Columbia River, Puget Sound, San Diego and San Francisco and has also made several extended cruises in search of derelicts. Her hull is built throughout of steel, iron and teak, giving her greater strength than is possessed by any similar craft on the Coast. She has been handled since completion by Captain Haskell, who has been fully as successful with her as with her predecessors.

The steamer *Queen*, plying on Kamloops Lake and Thompson River in charge of Captain Ritchie of New Westminster and Engineer Martin, was blown to pieces by a boiler explosion July 4th. The accident happened at seven o'clock in the morning, just as the steamer was landing at a point about twelve miles north of Kamloops, at the mouth of Thompson River. Joseph Rushond, fireman, and Joseph Priette, cook, were instantly killed, and the captain, who was at the wheel, was scalded, cut and bruised. J. E. Saucier, owner of the *Queen*, was aboard at the time but escaped comparatively uninjured. The *William Irving* struck a rock at Sand Bar, near Farr's Bluff on the Fraser, in June, and sank in a few minutes. An unsuccessful attempt was made to raise the steamer, and she was then abandoned and at low water stripped of her machinery. The *Irving* had been up the river to tow to Westminster the *R. P. Rithet*, which had broken her shaft the day before when rounding a sharp turn in the river. The schooner *Mary Gilbert*, Capt. J. W. Dodge, with a cargo of merchandise, was lost off the south head of Alsea Bay, December 17th. The whaling barks *Abraham Barker*, *Reindeer* and *James Allen* were wrecked in the north in 1894, the latter on the Aleutian Islands, where she struck a rock and foundered, over twenty lives being lost.

The bark *R. K. Ham*, Capt. I. W. Gove, met her fate on Dungeness Spit in August. The vessel had made over one hundred trips between Puget Sound and San Francisco in charge of Captain Gove, who had never before lost a man or met with an accident. It was at first hoped that the bark would be again afloat, but her age prevented saving anything except portions of the rigging. The barkentine *John Worcester*, from Seattle for San Francisco with coal, was abandoned December 11th forty miles off Gray's Harbor. The crew were rescued by the barkentine *North Bend* and landed at Hoquiam, December 15th. The schooners *Fanny Dutard* and *Norway* collided off Clallam Bay, January 11th. The latter vessel received injuries which could not be repaired and drifted over to the Vancouver Island shore and soon broke up, the crew being saved. The bark *Bonanza*, from Port Gamble for Delagoa Bay, South Africa, went aground December 22d at the entrance to the harbor of East London. Captain Stetson had lightened the ship by taking off her deck load before attempting to enter, but the water was too low, and the old lumber drogher went to pieces. The small schooner *Garcia* was wrecked near Cape Meares lighthouse, December 12th.

The steamer *Columbia*, the flagship of the Columbia & Kootenai Steam Navigation Company's fleet, burned to the water's edge near the boundary line at 1:30 A. M., August 2d. The fire started in the engine-room, and within five minutes from the time the alarm was given the entire steamer was in flames, and the passengers and crew were unable to secure all of their clothing. The *Columbia* was in charge of John C. Gore, captain; Fred Bell, engineer; and C. A. Wright, purser. The steamer *Orient* ended a career of vicissitudes in September, 1894, by burning at Kelso on the Cowlitz River. She had sunk on the river in June, and at the time of the conflagration was on the beach for repairs. The steamer *Dispatch* burned May 24th at Friday Harbor, the *Messenger* four days later at Tacoma, and the *Virgil T. Price* at Port Gamble, January 11th. The *City of Stanwood*, owned by the Stanwood Navigation Company, burned to the water's edge at Port Susan, January 21st, while on her regular trip from the Stillaguamish River to Seattle. She had a full cargo of oats and hay, and the fire was not discovered until it had gained so much headway that it could not be extinguished. The steamer was valued at about $10,000 and was insured for $5,000.

A new style of marine craft, in which gasoline was used as motive power, appeared in the Northwest in 1894. The largest of these was the *Moro*, ninety-five feet long and twenty-two feet beam. She was schooner-rigged and had a speed of eight knots an hour without the aid of sails. The *Moro* and several other gasoline schooners were engaged in halibut fishing, and, owing to the small cost of operation, proved very profitable. The halibut banks in the Northwest had for several years been furnishing large quantities of this most delicious fish, and in

1894 the Victoria Trading & Fishing Company was organized for the purpose of engaging in the trade in a practical manner. The hull of the old steamer *Isabel* was secured as a floating station for the fishermen, supplied with facilities for storing the fish, and placed in charge of Capt. J. L. Anderson. The steamer *Thistle*, Capt. Wallace Langley, was engaged to ply between the grounds and Victoria, from which point the halibut were shipped East. The business has proven highly successful, the *Thistle* on more than one occasion returning with cargoes of over one hundred thousand pounds, those of her first six trips aggregating five hundred and twenty thousand. One day in 1895 the crew of the *Thistle* and other fishermen in the employ of the company took 73,557 pounds of fish, which is said to be the largest catch of halibut ever made in a single day by one vessel.

While the early publication of this work forbids a detailed record of marine progress in 1895, space is given to some of the more important events to show that the new Northwest is not permitting its prestige to wane. Less than a decade has elapsed since the first regular steamship left the Orient for the Northwest, yet the present year witnesses a dozen magnificent liners plying between China and Japan, and the Columbia River, Puget Sound and British Columbia. Another line has established a fine trade with the Antipodes, while a third is finding a market for Northwestern products in far-away Africa. The grain and lumber fleet is larger than ever before, and the number of vessels on river, lake and sound are keeping pace with the progress on the high seas. In a few months the long-delayed canal at the Cascades of the Columbia will be finished; then, with a boat railway at The Dalles, the immense wheat crop of the inland empire will float seaward on one of the grandest commercial highways on the face of the earth. Puget Sound rejoices over the completion of the large Government drydock at Port Orchard, and the beginning of work on the ship canal which will connect Lake Washington with Elliott Bay, thus affording the Queen City all the advantages of other fresh-water harbors. This work requires the excavation of thirty-five million cubic yards of earth, and, when completed, the canal will be 10,225 feet long, 80 feet wide at the bottom, and will accommodate ships of thirty feet draught. It will require but one lock, as the lake is less than twenty feet higher than the bay.

CAPT. R. COLLISTER J. A. THOMPSON
INSPECTORS OF STEAM VESSELS, VICTORIA DISTRICT

The largest craft of any description ever set afloat in the Northwest was the whaleback *City of Everett*, which was completed at Everett early in 1895 at a cost of nearly $300,000. This steamer, the material for which was brought out on the *C. W. Wetmore*, is three hundred and sixty-one feet long, forty-two feet beam, and twenty-six feet six inches hold, with engines twenty-four, thirty-eight and sixty-four by forty-two inches, turning a fourteen-foot propeller. She has four Scotch boilers eleven by twelve feet. While steaming in ballast she draws about fourteen feet aft and eleven feet forward, and when loaded has a draft of about twenty feet six inches. Her carrying capacity is 4,200 tons, beside 375 tons of fuel. The entire hull is constructed of steel, the plates being nine-sixteenths of an inch in thickness at the bottom, with double keel plates, the outside one being thirteen-sixteenths of an inch. The frame is composed of keel and keelson, with five rider keelsons on either side. Each frame is of angle steel, twenty-four inches apart, joined at the top, forming, in hoop shape, the deck beams. The outside structure is bound across with heavy steel beams nine by four and one-half inches, attached by heavy knee plates to every fourth frame, and fore and aft to angles seven by three inches, three at a side. Perpendicularly she is supported by stanchions on either side to alternate floors and to the main deck. There are seven water-tight bulkheads, three of which extend to the deck. They include two collision bulkheads, one ten feet and the other forty-six feet, from the drumhead or head of the vessel, and are composed of three-quarter-inch convex steel, supported inside with plates. On completion the steamer was chartered to Dunsmuir & Co. and made several trips between Comox and San Francisco, also a few to the Sound in the coal trade, and was then chartered for the Panama route. She started out in charge of R. D. Bucknam,[14] captain; J. S. Gibson, chief officer; J. B. Hastings, second officer; R. B. Blauvelt, chief engineer; J. J. Chisholm, first assistant; and C. L. Bellmore, second assistant.

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[14] Capt. Ransford D. Bucknam was born in Maine in 1869 and began going to sea when a boy of twelve. He has served in every capacity and was for two and a half years superintendent of the whaleback fleet on the Atlantic Coast. He has been connected with the whaleback ships from the beginning of the company, going from the Lakes with the *Colby* and *Wetmore*. He reached the Pacific Coast in 1894 and took command of the *City of Everett*. Captain Bucknam is one of the youngest masters on the Pacific Coast.

The *City of Everett* was followed a few months later by another type of ocean steamer, which came from England to enter the coal trade. The new arrival, which was called the *Progressist*, is known as a "turret," and is a compromise between the modern whaleback and the ordinary steamer, having the bow and stern of the latter, but elsewhere the hull curves over, forming a deck similar to that of the whaleback. The turrets as yet are not so numerous as the whalebacks, only nine of them being afloat at present, with five more under construction. The "Marine Engineer," in comparing the new type with the whalebacks, has the following description of the *Progressist*:

> "From a longitudinal point of view it is noteworthy that in the vessel's deck and upper works there is no sheer, abundant provision for surplus buoyancy being provided without the springing of the ends of the vessel upward. Another longitudinal feature is the provision of an upper and two lower decks, a divergence from the whaleback type, giving room for the crew to exercise. On the lower weather decks, which are each on the same level, one on the port side and one on the starboard side, are placed timber-heads for mooring the vessel. The upper weather deck is of such a width as to admit of a port and starboard passage clear of the hatch combings and extends all fore and aft on top of the turret. Here are the steam winches, steering gear, windlass, etc. The hatches are of abnormal length and width, and, owing to the rounded gunwhale and turret erection, the holds are emphatically self-trimmed, this latter feature making the vessel especially adapted for cargoes of grain. The vessel's engines and boilers are at the extreme aft, and, owing to the continuity of the turret, both fore and aft and transversewise enormously increased longitudinal strength is provided. The port and starboard lower weather decks have no openings cut in them, nor is the framing broken of its continuity. Careful consideration has also been given the seaworthy details of the ship. A high platform is provided, so that a dry deck is not out of the question. At the fore end of the turret deck a breakwater is fitted, thus obviating the possibility of having the deck swept by a heavy sea. Not only has a maximum amount of surplus buoyancy been provided, but the equally important desideratum, a large righting angle, has been obtained, whether the vessel be loaded or in light trim. The vessel has an entire double bottom on the cellular system, with specially subdivided tanks at the after end, so that, without endangering the vessel, water can be admitted to compensate for the consumption of coal and thus maintain a trim of at least three inches by the stern. There is ample space in the turret for the accommodation of the crew, either at the fore or at the after end of the vessel. A deck-house is provided for the captain, and a chart-room under the flying bridge; and further aft, just abaft the engine-room and skylight, is the galley and entrance to the officers' and engineers' rooms, all of which are inside the turret."

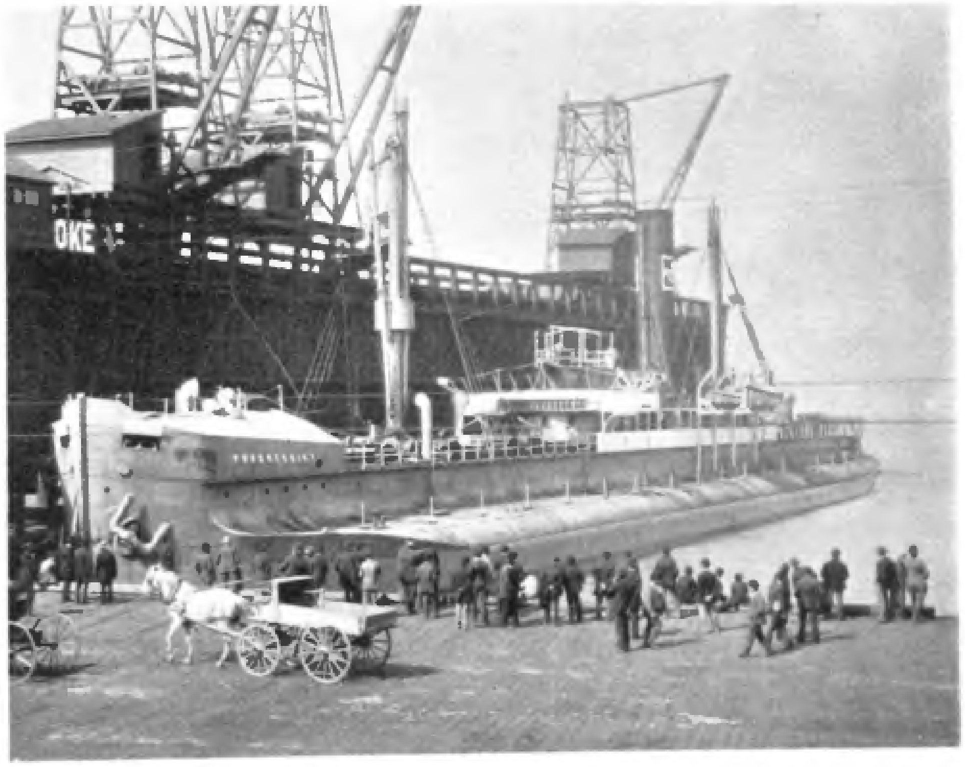
U. S. STEAMER "COLUMBINE" AT FULL SPEED
From photo by H. C. Lord

The Alaska Steamship Company, which was composed of Capt. George Roberts, George H. Lent and Charles E. Peabody, placed the *Willapa* on the Alaska route. The steamer left Seattle on her first voyage March 3, 1895, and has since been making two trips a month in command of Capt. George Roberts. A line was also established in 1895 between Puget Sound and Delagoa Bay, South Africa, the cargoes of the first steamers consisting mostly of lumber, but a trade is being worked up in canned goods, dried fruits, produce and other commodities plentiful in the Northwest. Business on the upper Columbia and Kootenai shows a marked improvement in 1895. The new steamer *Lilly* was placed on the upper Kootenai, between Libby and Fort Steele, Mont., and the *Red Star* was transferred from Okanagan to Kootenai lake. The Columbia & Kootenai Steam Navigation Company are handling an immense traffic, and have replaced the *Columbia*, burned in 1894, with the *Nakusp*, one of the finest sternwheel steamers in the Northwest. She was completed in August and is one hundred and seventy-one feet long, thirty-three feet beam, and six feet hold, with engines twenty by seventy-two inches. She is a three-decker, constructed after the style of the Long Island Sound boats, and has twenty-two staterooms on the saloon and fourteen on the gallery deck. The dining room is forty by seventeen feet, with a saloon seventeen feet high. The steamer was built under the supervision of Capt. James W. Troup, manager of the company, and, like his previous work, is a success in every particular.

The steamships plying between San Francisco and Puget Sound and Alaska ports engaged in vigorous opposition early in 1895. The *Farallon* had been running north for several months and diverted a large amount of traffic from the Pacific Coast Steamship Company by cutting rates. The big corporation decided to remove her by the same method, and fares between San Francisco and Sound ports went as low as $5.00 cabin and $2.50 steerage, while the *Willapa* and *Chilkat* suffered by a cut to $10.00 between Sound ports and Alaska. The *Chilkat* and the *Farallon* finally withdrew, the latter going on the Yaquina run, but as soon as rates were restored the invincible *Chilkat* returned to the Alaska route. The growing trade between the Orient and Northwestern ports furnished business for a number of large steamships. The three *Empresses* of the Canadian Pacific line were taxed to their utmost capacity, and the Northern Pacific Steamship Company increased their fleet with the new steamships *Evandale* 2,468, *Strathnevis* 2,292, and *Hankow* 2,332 tons. These, with the *Victoria* and *Tacoma*, gave them one of the best equipped lines on the Coast. In June the Oregon Railway & Navigation Company established a new line to the Orient, in which the *Chittagong* was the first steamship. She was followed by the *Asloun* and the *Altmore*. This company seems in a fair way to regain its lost prestige since the advent of Receiver McNeill, who, recognizing the factors which had so much to do with building up that big corporation, has devoted considerable attention to its marine business. The office of superintendent of water lines was abolished, and Capt. E. J. Rathbone, formerly port captain of the company's fleet on the Sound, was appointed chief clerk. The Willamette service was at once reinforced with the sternwheel steamer *Elmore*, which started on the Portland and Corvallis run in February in charge of George Raabe, captain; Miles Bell, pilot; and William H. Marshall, chief engineer. Soon after the *Elmore* began running, Mr. McNeill placed an order for two other light-draft sternwheelers, one of which was intended to ply regularly between Corvallis and Eugene City. The *R. R. Thompson* and *T. J. Potter* were extensively overhauled and placed on the Astoria run, the old *North Pacific* was brought around from the Sound to handle the seaside traffic between Astoria and Ilwaco, and the steamship *Columbia* on the Portland and San Francisco route was also extensively repaired.

The Columbia River & Puget Sound Navigation Company were not behind their rival, and early in the year expended nearly twenty thousand dollars in transforming the *Bailey Gatzert* into one of the finest sternwheel steamers afloat. They also chartered the *Ocean Wave*, which was operated as a through boat to Ilwaco. On completion the *Gatzert* was placed on the Astoria route, and, alternating with the steamer *Telephone*, furnished the Astorians with the best steamer service they had ever enjoyed. The remarkable trip of the *Shoshone* through the Snake River cañons had remained for a quarter of a century without a parallel, but early in 1895 Jacob Kamm's steamer *Norma* repeated the performance in command of Capt. W. P. Gray. The experience of the *Shoshone* had demonstrated that it was practically impossible to get over Copper Ledge Falls without striking after passing, so Captain Gray built an extra bulkhead and filled the forward hold with cordwood to help withstand the shock. After leaving the landing above the falls, the steamer darted forward like an arrow and was carried down at such speed that she struck the cliff with great force but did not injure the bow seriously. She then bounded off, swung into midstream, and, like a racehorse, shot into Hell Cañon, where the river winds like a serpent and the wall rocks tower to such a height that they almost shut out the sun. The torrent is so swift that the passage is always filled with mist. After passing the obstructions at the head of the run, the steamer went through the rest without incident, although the men on board contemplated their own helplessness with a feeling of awe as they were swept on at railroad speed, in some places sliding over rapids with a fall of nearly twenty-five degrees. On reaching Riparia the steamer was hauled out for repairs preparatory to entering a field of usefulness after her long years of idleness.

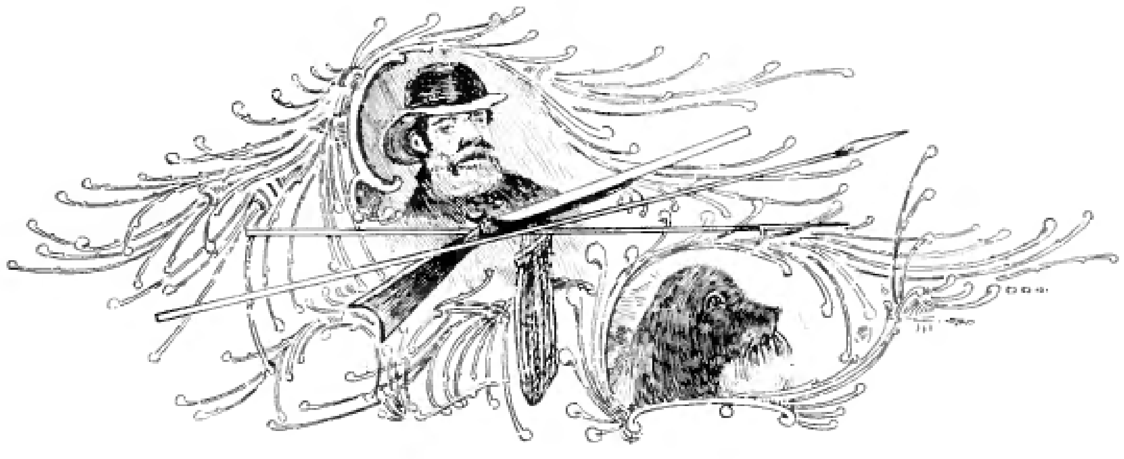
Success crowned the efforts of the log-raft builders in 1895, and the first of these leviathans to make the ocean trip from the forests of the north in safety was towed into the Golden Gate, August 1st, by the steam collier *Mineola*, Captain Pillsbury. This raft was almost an exact counterpart of the one which left Astoria in tow of the *Monarch* in 1894, and contained 450,000 running feet of piles, equivalent to about 7,000,000 feet of lumber, to transport which, by the ordinary methods, would have cost over $20,000. The raft was constructed at Stella, on the Columbia River, about forty miles above Astoria, from which point it was taken to Astoria by a river towboat, and thence over the Columbia bar by the tug *Relief*. There the *Mineola* was waiting, and at noon, July 27th, made fast with 190 fathoms of rope and 70 fathoms of chain. She moved away at the rate of about four and one-half knots an hour, and in the first twenty-four hours covered a distance of one hundred and five miles. Soon after noon on Sunday she encountered a southerly breeze and rough head sea, which decreased the speed to three knots an hour. Monday she made eighty-three miles, passing Cape Blanco at 2:50 o'clock in the afternoon. Tuesday the raft was towed one hundred and eight miles, and Cape Mendocino, where the first raft met its fate, was passed in safety. One hundred and twelve miles were recorded on Wednesday, and Point Arena was left behind. Nine A. M., August 1st, found the big tow passing Point Reyes, and at 2:00 P. M. the *Mineola* steamed slowly into the Golden Gate. In former attempts the fastenings had torn out, but in constructing this raft special attention was given to the parts that had showed signs of weakness in the others.


British Turret Steamer "Progressist"

The Victoria steamer *Velos* met with a terrible fate March 22d near Trial Island while *en route* from Victoria to the stone quarries on Haddington Island, in charge of Anderson, captain; Andrew Christiansen, mate; Arthur Bloor, chief engineer; William Law, assistant; Frank Duncan, deckhand; and Robert Smith, cook. Frederick Adams, contractor for the Provincial Parliament buildings, was also on board. She left Victoria at 9:30 P. M. with the barge *Pilot* astern, passed Trial Island about ten o'clock in a very heavy southeast gale, and, as the wind increased, the heavy tow rendered the steamer almost unmanageable. Finding that he could make no headway, Captain Anderson decided to put back to Victoria, but, shortly after he came about, the rudder chains parted, and a moment later the steamer was caught broadside by a terrible sea, which swept her on the rocks. She soon sank stern first, leaving the bow only partially above water. Adams, Bloor and Smith were swept away and drowned, Christiansen caught the hawser and climbed aboard the barge, and Duncan was drowned in attempting to follow him. Anderson and Law remained with the steamer, the former subsequently swimming to an adjoining rock, receiving serious injuries, while Law perished from exposure and was found the next morning on the wreck. The *Pilot* brought up on the beach of Trial Island, the men on board reached shore and the next morning hailed a fisherman, who carried the tidings to Victoria. Commodore John Irving at once went to the rescue with the steamer *Maude* and brought back the survivors. Christiansen is a brother of Capt. James Christiansen, who was lost on the *Estelle* a few months before.

The British tug *Mogul*, which was rebuilt at Victoria in 1894, came to a sudden end May 12, 1895. In command of Capt. Henry Smith she had towed the British bark *Darra* to sea, and after letting go the hawser came alongside to recover the heaving line. In endeavoring to do this the tug and the bark came in collision, the former receiving a glancing blow, which sprung her stem so that the water began to enter rapidly. Steam was crowded on, and Captain Smith succeeded in beaching her in an exposed position about two miles east of Tatoosh light, having found it impossible to proceed with her farther. As it was, she came very near sinking under the crew. Several tugs were sent to the scene of the accident, but her injuries proved fatal, she soon began breaking up, and hardly anything was saved. The *Mogul* belonged to the British Columbia Tugboat Company and was uninsured. She was built at Tacoma in 1886 and had been under the American flag until a few months before the disaster. The *Buckeye*, from Friday Harbor for Bellingham Bay, foundered in April a few miles out from Fairhaven, and a passenger named Kautsman lost his life. The steamer is said to have been overloaded. The American bark *Harvester*, from Port Blakely for Delagoa Bay, went ashore near the latter place in January. The steamer *Spokane*, owned by the Columbia & Kootenai Steam Navigation Company, burned at Kaslo in May, 1895. She was lying at the dock, with considerable freight aboard, when, at 9:30 A. M., fire was discovered, and it spread so rapidly that she became a total loss in a few minutes.

WHALEBACK STEAMER "CITY OF EVERETT"



CHAPTER XXI.

THE SEALING INDUSTRY—THE FIRST HUNTERS—PIONEERS OF THE BUSINESS IN BRITISH COLUMBIA—SCHOONERS "SURPRISE," "ALERT," "KATE" AND "FAVORITE"—ALASKA COMMERCIAL COMPANY—VICTORIA FLEET FOR 1881—LARGE CATCHES OF "ARIEL" AND "JUANITA"—AMERICAN VESSELS UNDER THE BRITISH FLAG—FIRST SCHOONER IN BERING SEA—ARRIVAL OF "PATHFINDER" FROM HALIFAX—BEGINNING OF BERING SEA SEIZURES—"W. P. SAYWARD," "HALCYON," "THORNTON," "ONWARD" AND "CAROLINE"—SCHOONER "ACTIVE" FOUNDERS OFF CAPE FLATTERY—SCHOONERS "EDWARD E. WEBSTER," "MOLLIE ADAMS" AND "OSCAR AND HATTIE" — "PATHFINDER," "BLACK DIAMOND" AND "MINNIE" REFUSE TO SUBMIT TO SEIZURE — "CARMOLITE," "OCEAN BELLE" AND OTHER FINE SCHOONERS BROUGHT AROUND FROM HALIFAX—RACY ADVENTURES OF DAN AND ALEX MCLEAN IN BERING SEA—THE MODUS VIVENDI—TERRIBLE FATE OF THE "MAGGIE MAC"— SEIZURE OF THE "COQUITLAM" AND "SHELBY"—"MERMAID'S" ADVENTURE WITH A WHALE—THE 1894 FLEET—WRECK OF "HENRY DENNIS"—"DIRECTOR" MAKES A GOOD CATCH IN SOUTHERN WATERS—LOSS OF "WALTER A. EARLE"—DANGERS OF THE SEALERS' LIFE—THE UNITED STATES REFUSES TO ABIDE BY THE DECISION OF THE PARIS TRIBUNAL.

CAPT. HUGH MCKAY

SEALING is a branch of the marine business of the Pacific Northwest which, within the past decade, has grown into large proportions. Every year nearly one hundred small schooners set sail from Victoria and Sound ports, each of the diminutive vessels carrying larger crews than a modern two-thousand-ton merchantman. About four-fifths of this fleet have their headquarters at Victoria, and, as the few remaining under the American flag are gradually passing over to the British side, this chapter will treat principally of the work of the Victoria sealers. Nearly a century has elapsed since the first seal-hunters appeared in the Northwest, as, early in 1800, Boston ships trading along the coast would secure Russian hunters and go as far south as the Farallones in search of the valuable fur bearer. Although at that time the skins brought higher prices than now, there was no attempt to make a specialty of hunting the seal, and, when the reign of the fur-trader and explorer gave way to that of the farmer and lumberman, it was temporarily lost sight of, except in Alaska, where the Russians enjoyed a monopoly of the fur trade. Capt. William Spring[1] of Victoria was the pioneer of modern sealers and was associated with Capt. Hugh McKay in trading along the Northwest coast. They began in a small way in the early fifties, and, as their business increased, they established several posts. The Indian hunters would occasionally bring a few seal and sea-otter skins, which were bartered at the posts with their regular catches. Capt. J. D. Warren, who is still living in Victoria, was engaged in this traffic at the same time, and, in sailing along the coast on their way to and from the trading posts, the veterans were much impressed with the large herds of seals, and in 1868 induced the Indians to make more of a specialty of catching them. Spring and McKay placed the schooners

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[1] Capt. William Spring was born at Lebau, Russia, in 1831. He was of Scotch descent, his father being a civil engineer by profession, who sailed for Russia in 1827 in the employ of a railway company. While in that country the elder Spring married a Russian lady, and shortly after the birth of his son returned to England, where at an early age young Spring commenced his marine career. He arrived at Victoria in 1853, sailing from San Francisco on the schooner *Honolulu Packet*. Soon after his arrival he formed a partnership with Hugh McKay, a cooper by trade, and the two engaged in trading, and in curing and salting salmon

Surprise and *Alert* in the business, while Warren had the *Kate*. In 1869 the *Favorite* was built at Sooke by Captain Spring, who intended her for codfishing and trading. She was afterward used in the Honolulu traffic and also carried a few cargoes of lumber between Victoria and California ports. She proved too small for that purpose and in the spring of 1874 engaged in sealing, and has been employed continuously since. For several years past she has been commanded by Capt. Laughlin McLean, and until 1894 was the only British sealer unmolested by American cutters. She was then seized on the trivial pretext that her arms were not sealed, but was subsequently released. Captain Spring was very successful with the *Favorite*, and her work more than that of any other vessel demonstrated the possibilities of the industry.

CAPT. WILLIAM SPRING

The Americans had not overlooked the opportunities awaiting them in this connection, and, when the Alaska purchase was made, the breeding grounds in that vicinity were supposed to be the only places where seal-hunting could be conducted profitably. The schooner *Pioneer* made a fairly successful trip to the Pribilof Islands in 1868, but a few months later Hutchinson, Kohl & Co. secured the exclusive right to kill seals on St. George and St. Paul islands. This grant was practically the beginning of the Bering Sea trouble, and in maintaining its policy of protecting the monopoly the United States Government has spent millions of dollars and driven scores of American vessels to the protection of the British flag. The magnitude of the business was not thoroughly realized at its inception, and the attention of small hunters, who were not financially equipped for fighting the Alaska Commercial Company, backed as they were by the United States Government, was diverted by the presence of large herds along the coast of Oregon, Washington and British Columbia. The Port Townsend pilot-boat *Lottie* in a few days captured seventy skins off Cape Flattery in 1869. The high price of sealskins at this period enabled Spring, McKay[2] and Warren to do fairly well, and a few American schooners began cruising off Cape Flattery. Among the first of these to take out Indians was the Port Townsend schooner *Mary Parker*, which sailed in 1878 and 1879 with over forty Indians. The schooner *Champion* was built at Port Townsend by Capt. E. H. McAlmond,

CHARLES SPRING

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for the Honolulu trade, which at that time was flourishing. They engaged in this business at Sooke and Beecher Bay, and while there secured a long-boat from the ship *Lord Weston*. They gave her a schooner rig, called her the *Ino*, and operated her in the freight and mail trade between Victoria and Olympia, afterward selling her to Captain Lawton. In 1856 they purchased the schooner *Morning Star*, which was operated in trading and freighting until the latter part of 1859, when she was wrecked on Discovery Island, Captain Spring, his wife and son being aboard at the time. The firm replaced the *Morning Star* with the schooner *Surprise*, with which they engaged in trading on the west coast in opposition to Francis & Lawton. In 1860 Captain Spring purchased the interest of his partner, but a year later the two commenced building the schooner *North Star*, regarding which they disagreed, and she was finally sold for debt. The *Surprise* was continued in the trading business until 1864, when a new partnership was arranged between Spring, McKay and Francis, and the schooner *Alert* was added to the fleet. Several trading-posts were opened along the coast, the firm did a large and profitable business, and in 1869 built the schooner *Favorite* at Sooke, intending her for the codfishing trade in the Sea of Okhotsk. This proving unremunerative she was placed in the Honolulu traffic and afterward in the San Francisco trade, but proved too small to be profitable and early in 1874 was put in the sealing business, where she has since continued. Captain Spring was the first man to engage successfully in the sealing business in British Columbia, and was also the first man to employ white men as hunters for seals in Bering Sea, the schooner *Mary Ellen*, Capt. Dan McLean, being commissioned for that service in 1884. It was Captain Spring's intention to send out two schooners, one with white hunters and the other with Indians, for the purpose of making comparisons as to the relative merits of the two kinds of crews. Unfortunately the pioneer sealer died while the *Mary Ellen* was out on her cruise in 1884; but his eldest son, Charles Spring, a native of New Westminster, and who had virtually grown up with the business, carried out his father's intention a year later, sending out the *Mary Ellen*, Capt. Dan McLean, with white hunters, and the *Favorite*, Capt. Alex McLean, with Indians. The final result showed but little difference. The *Favorite* was the first successful schooner to engage Indians for sealing in Bering Sea. On the death of Capt. William Spring, F. Luby, who had been a member of the firm for about two years, took charge of affairs, but shortly afterward sold out to Charles Spring. The fleet at that time included the *Kate*, *Onward*, *Alfred Adams* and *Favorite*. He has been fully as successful as his father, and in addition to his sealing interests has owned several small steamers at Victoria.

[2] Capt. Hugh McKay, who was one of the first men in British Columbia to engage in the sealing business, was born in Sutherlandshire, Scotland, in 1828, and in early life learned the cooper's trade. He came to Victoria about 1848, and in 1864, after working at his trade at Sooke for two years, became associated with Captains Spring and Francis, who were then commencing sealing operations. Captain McKay was interested in the schooner *Favorite*, and with his partners afterward owned the *Alert* and *Caroline*. The firm continued for five years, when Captain McKay withdrew, went to San Francisco and purchased the schooner *Onward*, which he operated on his own account for two years and then purchased the *Afred Adams*, which he sailed until his death in 1882.

who sealed with her until 1886, when she was sold to Chief Peter of the Neah Bay tribe. The *Lottie* was chartered in 1880 by the Neah Bay Fur Sealing Company.

Prior to 1881 most of the vessels would go on very short cruises, but, as the habits of the seal became better known, they began to equip for longer voyages, sailing far south of the Columbia to meet the north-bound herd and follow it up the coast. The fleet in 1881 included the Victoria schooners *Favorite*, *Onward*, *Black Diamond*, *Winnifred* and *Mary Ellen;* J. D. Warren's[3] steam schooners *Annie Beck* and *Alice Thornton;* and the American schooners *Anastasia Cashman*, *Teaser*, *Ariel* and *Juanita*. The *Ariel* made a catch of 131 seals in a single day, while the *Juanita* took 500 in two and one-half days. The *Teaser* started from Port Townsend in command of Capt. Harry McCrea, formerly of the tug *S. L. Mastick*. He was accidentally shot May 17th, and the schooner returned to port.

Capt. Daniel McLean

The small fleet of the previous year received nearly a dozen additions in 1882, and fourteen schooners sailed out of Victoria. Capt. Hugh McKay was operating the *Alfred Adams* and *Juanita*, both American built vessels, which he had purchased and put under British colors; Captain Spring had the *Favorite*, *Mary Ellen* and *Onward;* and J. D. Warren the *Kate*, *Grace*, *Thornton*, *Annie Beck* and *Dolphin*, the latter having been launched March 14th. The *W. P. Sayward* was set afloat March 25th for Capt. A. D. Laing, who had been trading on the west coast for many years. The *Triumph*, Captain Douglass, was also added to the Victoria fleet. The American schooner *San Diego*, Captain Cathcart, arrived at Victoria, September 25th, after cruising as far north as sixty degrees. Other American schooners in addition to those of the year before were the *Letitia*, *Mary Taylor*, *Seventy-six*, *Anna F. Briggs* and *Jennie*. The catches of these vessels were small compared with those of the present day, the *Alfred Adams* securing 800 skins and some of the others as few as 400. The year 1883 marked the beginning of an important epoch in the sealing business, with the entrance of the first schooner into Bering Sea. The pioneer craft in this disputed territory was the American *City of San Diego*, in charge of Captain Cathcart and Daniel McLean.[4] She left San Francisco, March 29th, with three hunters, entered Bering Sea and took 900 seals, landed at Hall Island and killed a few polar bears, and arrived at Victoria with her catch October 11th. The Victoria fleet was the same as during the previous year, while the *Mist* and *Eudora* were added to the American sealers. The American brig *Salina*, Captain Miller, arrived at Victoria from Petropaulovski, July 16th, with a cargo of furs for the Alaska Commercial Company. This corporation, the successors of Hutchinson, Kohl & Co.,

Capt. Alex McLean

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[3] Capt. James D. Warren, whose career as a pioneer sealer is contemporaneous with that of Spring and McKay, was born on Prince Edward Island in 1837 and has been engaged in the marine business in British Columbia over thirty years. He commenced trading along the coast of Vancouver and Queen Charlotte's islands in 1864 with the *Thornton* and participated in some very lively Indian skirmishes, in one of which, in 1868, with the members of his crew, he succeeded in exterminating about twenty Indians (see page 168). He was the first man in the sealing business to send out steam schooners, and at one time operated a fleet of eight steam and sailing vessels. The seizures of 1886 and 1887 were particularly hard on Captain Warren and crippled him financially, so that he lost the accumulated profits of his many years of perilous work as a trader. In addition to being prominent in sealing circles, Captain Warren has at different times been connected with a great many other steamers plying in the freight and passenger service, and at the present time is operating the steamer *Barbara Boscowitz* on the northern route from Victoria.

[4] Capt. Daniel McLean was born in Sydney, Cape Breton, in 1851, and commenced his marine career at that place. He afterward sailed out of New York as mate on deep-water ships, and came to the Pacific Coast about 1880, sailing over three thousand miles on the waters of Alaska and British Columbia with the seven-ton sloop *Flyaway*, prospecting for minerals and working for some time at placer mining on what was afterward known as the Treadwell claim. He also discovered the coal mine now owned by the Alaska Commercial Company. While prospecting with his sloop, McLean was impressed with the large number of seals in that region, decided that sealing would be a good business to follow, and in the fall of 1883, with his brother Alex, took out the schooner *San Diego* from San Francisco, made a fair catch and sold the skins in Victoria. The following season he took out the schooner *Mary Ellen*, securing 2,400 skins, 2,700 in 1885, and in 1886 broke the record with 4,268. In 1886 he brought the schooner *Triumph* from Halifax to Victoria and the following year secured 2,500 skins. In 1888 he was ordered out of Bering Sea by the American Government. A year later he again took the schooner *Mary Ellen* and secured 1,200 skins. In 1890 he sailed the *Edward E. Webster*, whose catch was 1,300. He went to Copper Island in 1891, secured 2,100 skins, and in 1892, 1893 and 1894 was on the coast of Japan, making catches of 1,900, 1,700 and 1,800 respectively.

secured the right to kill 100,000 seals annually on St. George and St. Paul islands, and were granted similar privileges on Copper Island.

The fleet for 1884 was much the same as that of the preceding year. The schooner *Favorite*, Capt. Alex McLean,[5] secured 1,754 skins, the largest catch, while the *Dolphin* and *Alfred Adams* took 900 each. Capt. Daniel McLean, who was on the schooner *City of San Diego* in 1883, in 1884 commanded the *Mary Ellen*, the first British sealer to enter Bering Sea, making a good catch. The *Mary Ellen*, as well as the *Favorite*, was owned by Capt. William Spring, who died before the vessels returned from their cruise. He had frequently expressed his intention of sending out white hunters with one and Indians with the other, in order to compare their merits. His eldest son, Capt. Charles Spring, carried out this plan in 1885, the *Mary Ellen*, Capt. Dan McLean, going out with white hunters, and the *Favorite*, Capt. Alex McLean, with Indians. The financial result was about the same, although the *Mary Ellen* established a record by taking 2,309 skins, while the *Favorite* secured 2,073, the combined catches of the two schooners representing a value of $35,000. The *San Diego*, Capt. Cathcart, was also in Bering Sea this year, obtaining 1,725 skins, the *Vanderbilt* 1,243, and the *Onward*, Capt. Niels Moos,[6] secured 2,000. Other schooners in 1885 were the *Ocean Spray*, *Sea Foam*, *Mountain Chief*, *Clyde*, *Vanderbilt*, *Amethyst* and *American*. J. D. Warren's fleet was the largest, including the steam schooners *Dolphin*, *Grace*, *Anna Beck* and *Thornton*, and the schooner *Rustler;* Spring & Co. had the *Onward*, *Favorite*, *Kate*, *Alfred Adams* and *Mary Ellen;* while Guttman & Frank operated the *Mountain Chief* and *Black Diamond*, and A. D. Laing the *W. P. Sayward*. The entire Victoria fleet furnished employment to over two hundred canoes and five hundred Indians. William Munsie[7] had purchased the old pilot schooner *Caroline*, which made a very successful cruise. He went to Halifax in the fall of 1885 and bought the *Pathfinder*, which proved to be appropriately named, as she was the first of a large fleet which rounded the Horn to engage in sealing in the Northwest. She was brought out by Captain O'Leary,[8] arrived at Victoria in April, 1886, made a cruise to Bering Sea, and returned with 2,000 skins.

WILLIAM MUNSIE

The increase in the number of schooners, each of which made good catches, had a tendency to lower the price of skins; and naturally enough the Alaska Commercial Company, whose twenty-year lease of the breeding islands was proving highly profitable, resented this interference. The revenue cutter *Corwin* was sent to Bering Sea with orders to seize all vessels found sealing in those waters. The first seizures were the *Thornton*, Captain Guttormansen, the *Onward*, Capt. Daniel Munroe, and the *Caroline*, Capt. James Ogilvie. This act was the beginning of one of the most disgraceful and unjust policies to which the United States has ever been a party. These vessels were seized on the high seas, a territory universally recognized in international law as a free highway for the commerce of all countries. The Canadian sealers were engaged in a peaceful occupation when the *Corwin* swooped down on them, took possession of their schooners, turned part of their men adrift several hundred miles from their homes, without food or shelter; while others, masters and mates of the captured vessels, were thrown into prison and fined. After months of this confinement they were released, and, literally destitute, found their way back to Victoria. One of the unfortunates, Captain Ogilvie, never returned. He was an old man, had spent most of his life in British Columbia, and being naturally proud-spirited, and not fully realizing the manner in which the world would regard his imprisonment, he worried and brooded over his wrongs until, when released, he became a raving maniac, wandered away to the woods and perished from exposure. The United States Government, which thus indirectly murdered poor Captain Ogilvie, did not confine its operations to Canadian sealers. The American flag, which had always given to any vessel flying it the right to engage in peaceful pursuits on any marine highway in the world, failed to protect the sealing schooners who interfered with the business of the Alaska Commercial Company. All of the vessels seized in 1886 were over sixty miles from shore. The announced purpose of these seizures was the protection of the seal, which, according to the figures of the Alaska monopoly, was in danger of extinction. Time has proven the fallacy of their estimates, as every year has shown a wonderful increase in the catch, with no visible diminution of the vast herds annually journeying northward.

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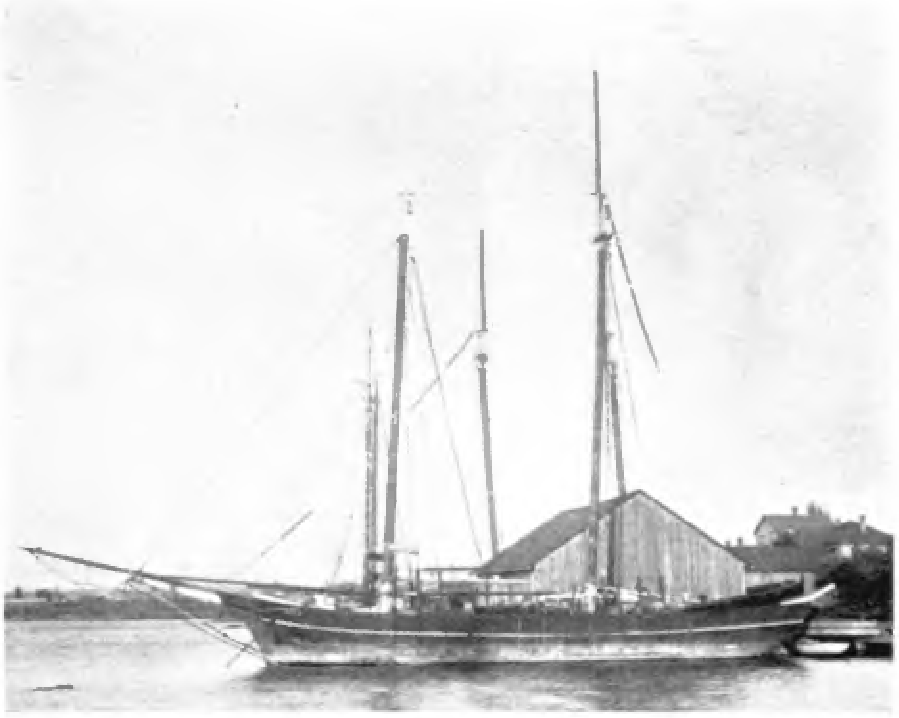
[5] Capt. Alexander McLean was born in Sydney, Cape Breton, in 1859, and commenced his marine service on the Atlantic Coast in 1873. In 1880 he came to the Pacific Coast as second officer of the clipper ship *Santa Clara*, and on leaving her was for a long time first officer of the *Sir James Douglas* and for a short time in charge of the steamer *Beaver*. He subsequently engaged in various capacities on the *Gertrude*, *Western Slope*, *Pacific Slope* and other British Columbia steamers. His first sealing was in 1883, when he left San Francisco with the schooner *San Diego*, which took out the first crew of white hunters engaged in the business. He next had command of the *Favorite*, which he operated in partnership with Capt. William Spring, continuing with him until the time of Spring's death. He then took the schooner *Mary Ellen*, which he sailed for two seasons, leaving her to go with the *J. Hamilton Lewis*, which was seized off Copper Island by a Russian man-of-war, on which Captain McLean and his crew were imprisoned four months. On being released Captain McLean went north the following year with the schooner *Rose Sparks*, which he left to try an experiment with the *Alexander*, the largest steam sealer on the Pacific Coast. This method of taking seals proved too expensive, and in 1894 he took out the *Bonanza*, returning with 2,189 skins, which was the largest catch made by any San Francisco schooner.

[6] Capt. Niels Moos was born in Denmark in 1851 and commenced sailing on the Atlantic when a boy. He came to the Northwest about 1870 and was with Captain Christiansen on the *Surprise*, which was one of the first vessels to make a business of sealing. After leaving this vessel Captain Moos was on the *Alert* and *Favorite* in the employ of Spring, McKay & Co., for seven years, leaving there to engage with Captain Warren on the steam schooners *Dolphin* and *Thornton*, where he remained for six years. He was then employed by Capt. Charles Spring to handle the *Kate*, remaining with her and the *Onward* for five years, and has recently had charge of the Victoria pilot-boat.

[7] Capt. William Munsie was born in Nova Scotia in 1849 and commenced sealing operations at Victoria in 1880. He secured the pilot-boat *Caroline*, fitted her out for that business in 1884, and a year later brought the first schooner round the Horn to engage in sealing. This vessel was appropriately named the *Pathfinder*, and was purchased in Halifax by Captain Munsie in the fall of 1885. In 1886 he purchased the *Viva*, in 1889 the *Mary Taylor*, in 1892 the *May Belle*, in 1893 a half interest in the *Otto*, and in 1894 the schooner *City of San Diego*. He disposed of the *Mary Taylor* and *Pathfinder* in 1894, the latter vessel now sailing under the name *Pioneer*. The *Caroline* was seized, condemned and sold in Alaska in 1886. The *Pathfinder* was seized in 1889 and again in 1890, being released in both cases. The *Caroline* was so poorly cared for in Alaska that she became a wreck while in the hands of the United States Government. The other vessels are still being operated by Captain Munsie, who is one of the best posted men on the sealing industry in British Columbia.

[8] Capt. William O'Leary was born in Nova Scotia in 1853 and has followed the water for over twenty years. He was among the first of the Eastern sealing masters to come to the Pacific Northwest, and commenced sealing out of Victoria in 1886 on the schooner *Pathfinder*, which at the present time bears the name *Pioneer*. He has recently had charge of the *Geneva*, with which he has had very good success, taking over two thousand seals in 1893. Captain O'Leary sailed from Victoria with the *Geneva*, December 31st, for the Japan coast, and was the first of the 1895 fleet to leave port with a full crew of white men.

James G. Swan of Port Townsend, who has made a study of the habits of the seal for over forty years, in a very able article on the subject says: "I consider our laws regarding fur seals as a monumental humbug system, inaugurated solely for the benefit of the Alaska Commercial Company and their successors, the present lessees of the Pribilof Islands, and not for the public good. It is true that the Government derives a rent from the lessees of those islands, but, when we look at the expense of maintaining a fleet of armed vessels as a police patrol in Bering Sea, and the expense of litigation and the sums of money to be paid to Canadian vessels for unlawful seizures, all the vaunted benefits of the lease of the Pribilof Islands dwindles into insignificance, and the credit side of the Government ledger presents but a sorry sight. We are told that the seals are decreasing in number and soon will be exterminated, as they were said to be at Cape Horn, and the facts are cited as parallel cases. The seals were driven from the Cape Horn Islands by the greed of the hunters, as they are being driven from the Pribilof Islands by the actions of the company themselves; but the fur seals have not been exterminated at Cape Horn nor will they be exterminated when the last one leaves the Pribilof Islands: they will simply go to some other place. The Cape Horn fur seals have multiplied in incredible numbers on the South Shetland Islands, and the Pribilof Islands seals are returning to Copper Island and the Japan coast. They will not be extinguished, notwithstanding the howls of the fur dealers of San Francisco, but they will surely be driven from the Pribilof Islands. The laws should be altered or amended so the public, and not a powerful monopoly, will be benefited. I believe that the same men who are protected on the Atlantic as fishermen should be protected on the Pacific, and not branded as pirates and poachers."

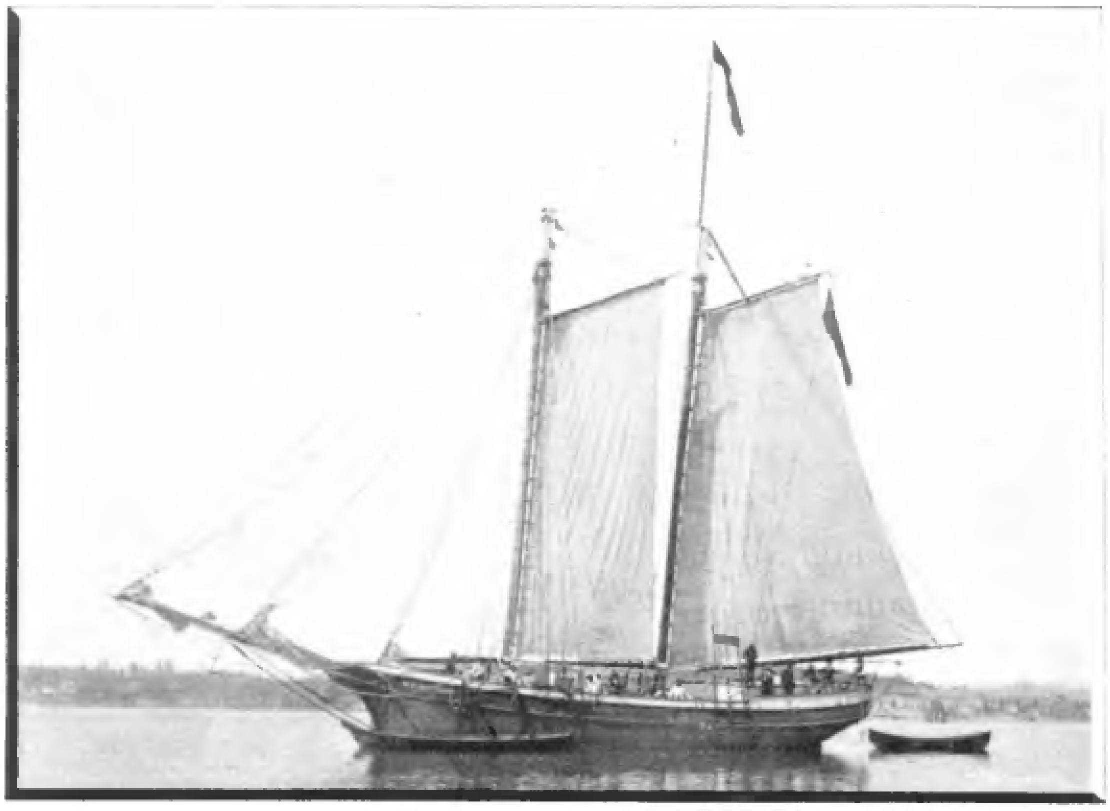


SCHOONER "KATE"

In the trial of the *Thornton* at Sitka, Judge Dawson, in his charge to the jury, said: "By the treaty of March 30, 1867, between Russia and the United States, the western boundary line of Alaska passes through a point in Bering Strait on the parallel of 65° 30′ north, at its intersection by the meridian which passes midway between the islands of Krusenstern and Ignalook, and proceeds north without limitation into the same frozen ocean. The same western limit, beginning at the same initial point, proceeds thence in a course nearly southwest through Bering Strait and Bering Sea, so as to pass midway between the northwest point of the Island of St. Lawrence and the southwest point of Cape Chaukotski to the meridian of 172° west; thence from the intersection of that meridian in a southwesterly direction so as to pass midway between the Island of Attou and the Copper Island of the Kounavdoski couplet or group in the North Pacific Ocean, to the meridian of 193° west, so as to include, in the territory conveyed, the whole of the Aleutian Islands east of the meridian. All the waters within the boundary set forth in this treaty, to the western end of the Aleutian archipelago and the chain of islands, are to be considered as comprised within the waters of Alaska, and all the penalties prescribed by law against the killing of fur-bearing animals must therefore attach against any violation of law within the limits before described."

After the *Thornton*, *Caroline* and *Onward* had lain on the beach for several months, the attention of the United States Government was called to a point in international law which had been overlooked. Judge Dawson's charge was perfectly correct in its way, but it failed to go back to the period when Russia secured her rights to the disputed waters. A Bering Sea seizure was made sixty-five years before this, at which time the virtuous roar of indignation had come from American throats. The vessel was the American whaler *Bounty*, seized by the Russians in 1821. The United States Government protested and made a winning contest on the ground that Russia had no jurisdiction beyond the three-mile limit. The *Bounty* was accordingly released and an indemnity paid her owners. This decision regarding the limit was accepted as satisfactory by all nations concerned, and naturally enough the claim of the United States to rights which she had once refused to concede to the former owner of the disputed territory was declared unreasonable and invalid. When the enormity of the outrage that had been perpetrated in the name of the law was realized in the councils of state, the United States receded from the position it had taken and ordered the release of the *Onward*, *Caroline* and *Thornton*, but, before this decision was arrived at, the schooners had been rotting on the beach in Alaska for two years. The natural supposition would be that this Government, after thus acknowledging a wrong, would hasten to recompense the sufferers. Such was not the case. The men who had been confined in the squalid prisons, as well as those who were deprived of their means of livelihood for months, as yet have received not even an apology.

When the news of the seizures reached the other schooners, they hurriedly left the sea. The *Favorite*, Captain McLean, took 500 skins from the *Onward* just before she was captured and sailed away in safety; the *Dolphin*, Captain Warren, also came out with 2,000 as soon as the *Corwin* was sighted; the *Pathfinder*, Captain O'Leary, and the *Sylvia Handy*, had a like number aboard before they scented danger; the *Vanderbilt* secured 1,243, the *Active* 1,400, and the *San Diego* made a good catch. She was seized by the *Corwin*, but satisfied the officials that her skins had not been taken in Bering Sea. Several good schooners were added to the fleet in 1886, Captain Miner[9] bringing the *Penelope* from Yokohama. After leaving the latter port Captain Miner put a defaulting paymaster on board the schooner *Arctic*, which capsized three days later. The *Adele*, Captain Hansen, commonly known as the "Flying Dutchman," also came from Yokohama, reaching Victoria from Bering Sea with 1,140 skins. She was built at Shanghai about ten years before for a pilot-boat but afterward engaged in sealing under the Russian flag, subsequently assuming the German colors. She was owned in Yokohama. The *Allie I. Alger*, a fine sealing schooner seventy-six feet long, twenty-five feet beam, and eight feet five inches hold, was built at Seattle for Harry Alger by J. F. T. Mitchell, and sailed for several years by Capt. E. P. Miner. The schooner *Champion* was purchased by Chief Peter of the Neah Bay Indians. These people had made quite a success of sealing, owned three small schooners beside the *Champion*, and afterward purchased the old British schooner *Discovery*.



SCHOONER "W. P. SAYWARD"

The revenue cutters gathered in six American and six British sealers in 1887, the former the *Allie I. Alger*, *Annie*, *Lillie L.*, *Alpha*, *Kate and Anna*, and *Sylvia Handy;* the latter the *Alfred Adams*, *Anna Beck*, *W. P. Sayward*, *Dolphin*, *Grace*, and *Ada*. The *Challenge* was also seized but afterward released. The *Alfred Adams*, Capt. W. H. Dyer, was captured and ordered to Sitka, but the Indian crew, having a suspicion of the experience of some of their companions, mutinied, and compelled the captain to go to Victoria, keeping a close watch on the

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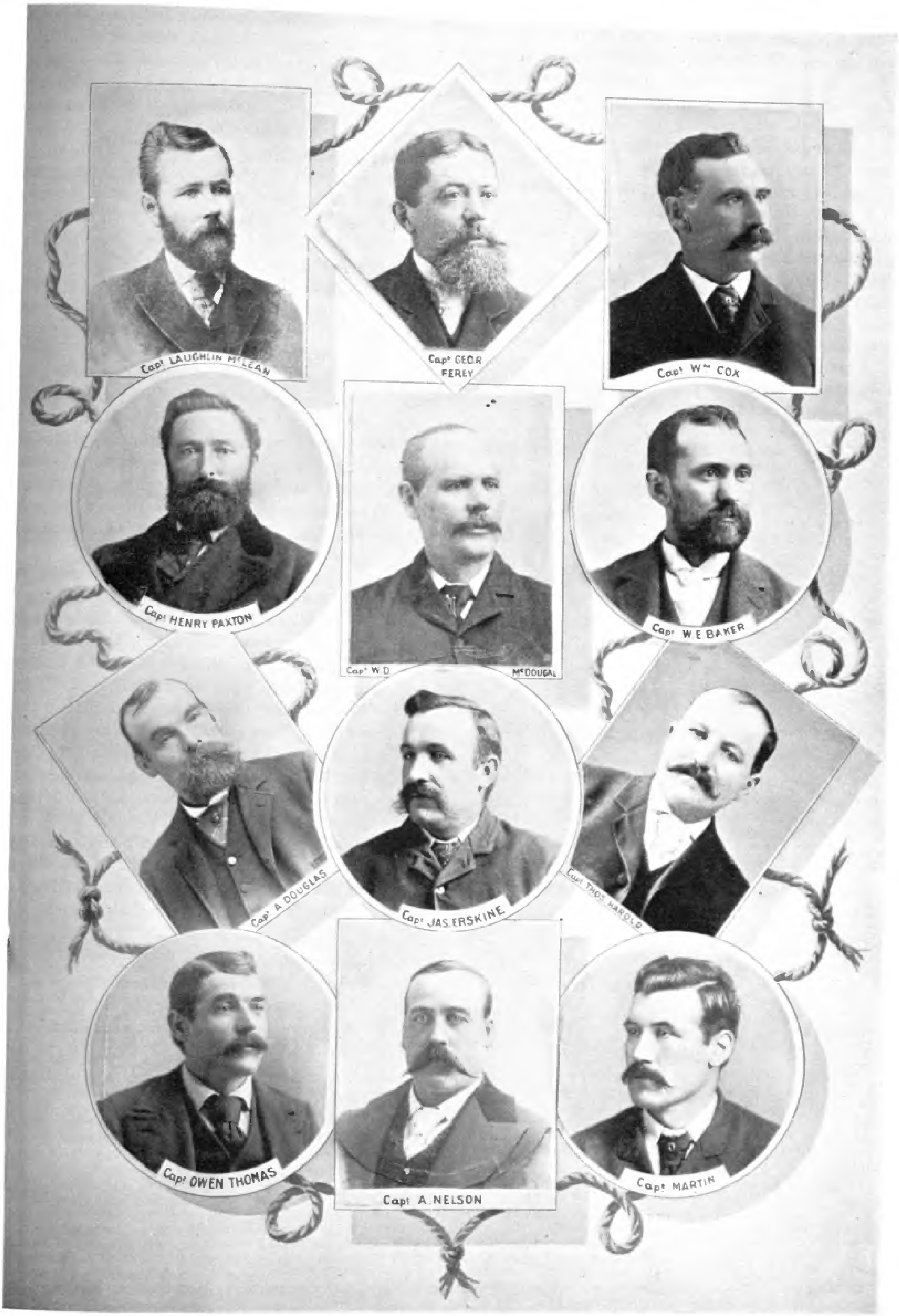
[9] Capt. E. P. Miner was born in Santa Barbara, Cal., in 1854, and sailed out of the ports of that State in 1876, hunting sea otter with the schooner *Surprise*. He was afterward in the same business with the *Cygnet*, and in 1880 took the *Three Sisters* on a similar expedition to the Kuril Islands, Japan, going there again in 1881 with the *Anastasia Cashman*. In 1881 he commenced using shotguns in hunting the seals, being the first to use that weapon. In 1883 he was mate of the *Olsego*, and was then master of the *Penelope*, sailing her until 1886, being with her on a trip of five months in 1884, when he took 4,500 seal skins and 500 sea-otter skins, the latter selling for $10,025, while the total for the trip was $45,000. Between 1887 and 1889 he was master of the *Lillie L.*, going from her to the *Allie I. Alger*. In 1891 he became interested with J. C. Nixon and purchased the *Henry Dennis*, which he commanded until she was lost on the Japan coast in 1894. Returning to Seattle he fitted out the *Ella Johnson*, and, although he had a short season, made a catch of 1,200 seals. Captain Miner has never made an unprofitable trip with a schooner in his charge.


Capt LAUGHLIN McLEAN
Capt GEO R FEREY
Capt Wm COX
Capt HENRY PAXTON
Capt W.D. McDOUGAL
Capt W E BAKER
Capt A DOUGLAS
Capt JAS. ERSKINE
Capt THOS. HAROLD
Capt OWEN THOMAS
Capt A. NELSON
Capt MARTIN

WELL KNOWN MASTERS IN THE NORTHWESTERN SEALING FLEET

compass to make sure that he went there. The officers of the schooner seized were detained in Sitka for six weeks and then released. The *San José* was taken by the revenue cutter *Rush* and ordered to Sitka, but instead ran for San Francisco. The vessels which were fortunate enough to escape made very good catches, the total number for the year credited to the Victoria fleet being 12,084 skins on the coast and 12,716 in Bering Sea. The *Penelope*, Captain Miner, left Victoria in February and returned May 20th with 1,324 skins, the largest coast catch ever made. She also obtained 1,500 in Bering Sea. The *Mary Ellen*, sailed by the McLeans, secured 3,525 skins, John Jacobsen, one of her hunters, taking 57 in one day, and Julian Arch, another, 54. The *Pathfinder*, Captain O'Leary, secured 2,800, six hunters in one day killing 247 seals, and Joseph Dupont alone killing 57. The American schooner *Walter L. Rich* arrived at Victoria, January 21st, from Provincetown, Mass., having been ashore for six months near Cape Horn. The *Mary Taylor*, Captain McKiel,[10] secured 2,500 skins, the *Favorite*, Capt. Laughlin McLean[11] 1,887, the *Kate* 2,230, the *Mountain Chief* 1,200, the *Theresa*, Captain Dodd, 1,246, and the *Vanderbilt* 1,300. Other vessels in the fleet were the *Adele*, *Black Diamond*, *City of San Diego*, *Helen*, *Triumph*, *Wanderer*, *American*, *Angel Dolly* and *Lottie Fairfield*. The *Champion* was wrecked near Nitnat, and Cultus George drowned. The Indian schooner *Active* foundered thirty miles off Cape Flattery during a heavy gale, J. Gutterman of San Francisco and twenty-eight Indians losing their lives. J. D. Warren's schooner *Rustler*, Captain Dodd, was driven ashore in a gale on the night of December 26th at the Nitnat River and became a total loss, the crew escaping. The *W. P. Sayward*, seized this year, was owned by A. D. Laing of Victoria and sailed by Captain Ferey.[12] As soon as possible Mr. Laing appealed from the decision which condemned his schooner and bonded her out. The vessel attained a world-wide reputation as the one decided on for a test case, which the Dominion and United States governments considered solely in the arbitration which followed. The Dominion of course won, but unfortunately the damages have not yet been paid. The *Sayward* was the only one of the thirteen vessels seized which was bonded out.

SCHOONER "OSCAR AND HATTIE"

Several very fine schooners arrived from the Eastern coast in 1888. The *Edward E. Webster* and the *Mollie Adams* were brought out from Gloucester, Mass., by Capt. Sol Jacobs, who placed them in the halibut-fishing trade soon after their arrival, but they soon fell into the hands of the Victoria sealers. The *Oscar and Hattie*, a trimly built vessel ninety feet long, twenty-three feet beam, and nine feet hold, arrived from Swampscott, Mass., in command of Captain Johnson, and on her first cruise from Port Townsend secured 100,000 pounds of fish. Capt. H. F. Sieward,[13] who had been sailing out of Victoria for some time, returned to the Atlantic Coast and purchased the schooner *Araunah* for Hall & Goepel, arriving at Victoria in March, 152 days from Halifax. She was fitted out with an Indian crew and started for Copper Island, where she was seized July 1st and confiscated by the Russian Government. The crew were sent to Siberia, and by the intervention of the British ambassador at St. Petersburg were forwarded to Japan, thence returning to Victoria. Captain Bucknam, who had been in command of the steamship *Sardonyx*, purchased the schooner *Ariel* in St. John's, New Brunswick, and on arriving at Victoria, July 6th, fitted out for Bering Sea, but was ordered out by the revenue cutter *Richard Rush*. The schooners *Sapphire* and *Viva* also came out from Halifax in 1888. The former was owned by E. B. Marvin & Co. and arrived at Victoria, February 4th, in command of Captain Cox,[14] leaving on a sealing expedition March 16th in charge of Captain Petit, with sixty Indians. The *Viva*, Captain Baker, reached Victoria, January 1st, 165 days from Halifax. She was owned by Carne & Munsie and left for the sealing grounds February 5th. One of her hunters, Oscar Scarf,[15] made a remarkable record, securing 600 seals and only losing 20. This fact was mentioned in the British minister's reply to Secretary Blaine as proving the percentage of loss in killing with firearms to be very small.

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[10] Capt. Robert E. McKiel was born in Nova Scotia in 1857 and commenced going to sea at the age of fourteen. He came to Victoria in September, 1886, and was first in command of the schooner *Mary Taylor*, with which he ran away from the revenue cutters in July, 1887, reaching Victoria in safety. He sailed the *Mary Taylor* in the spring of 1888 on the coast and for the rest of the year was engaged on the *Western Slope*. He then went to Japan and brought over the schooner *Beatrice*, with which he started for Bering Sea with an Indian crew in 1889. In 1890 he handled the *E. B. Marvin* on the coast and in Bering Sea, and then went to Halifax and brought out the *Maud S.*, which he operated on the coast and off Copper Island until 1893, when the schooner was seized and taken to Japan, where she was released without much trouble. Captain McKiel fitted out in Japan in 1894, and, after a successful season, arrived at Victoria in September of that year.

[11] Capt. Laughlin McLean was born on Prince Edward Island in 1853, and, after an experience of many years on the Atlantic Coast, came to Victoria in 1886. He engaged in sealing on the schooner *Favorite*, which was built at Sooke in 1869, and has since remained in charge. He has always met with success, and until 1894 his schooner had the record of being the only one of the fleet unmolested by the revenue cutters. Last year the *Favorite* was seized on the very weak charge of not having her firearms properly sealed. The case was investigated, the seizure found to be entirely unwarranted, and the schooner was accordingly released. Captain McLean has always made a special study of the habits of the seal and is one of the best informed men on the industry in British Columbia.

[12] Capt. G. R. Ferey was born on the Channel Islands, February 29, 1848, and sailed for many years in various parts of the world. He was one of the crew of the well known Hudson's Bay trader *Rover of the Seas* when she foundered off Cape Horn in 1885. In 1887 he joined the *W. P. Sayward*, which entered Bering Sea, July 6th, was seized by the American revenue cutter two days later, taken to Unalaska, and afterward sent to Sitka with a prize crew aboard, remaining there awaiting trial for three months. After the vessel was condemned, Captain Ferey was put in charge. He returned to Victoria in 1887 and took charge of the *Lottie Fairfield*, leaving her to go as mate of the bark *Nanaimo*, with which he made a trip to China and also to Australia, and, returning to Victoria, joined the schooner *Theresa*, going to Bering Sea. In 1889 he again joined the *W. P. Sayward*, with which he has since remained, with the exception of a short time when he was master of the steamship *Hounslow*, carrying coal to San Diego.

[13] Capt H. F. Sieward was born in Germany in 1854 and commenced his marine career on the English coast. He came to Victoria about 1886, entered the employ of Hall, Goepel & Co., and a year later was sent by them to Nova Scotia to purchase the *Araunauh*, which he brought to Victoria and fitted out with an Indian crew. The schooner was seized a few months later by the

CAPT. JOHN G. COX

The schooner *Annie C. Moore*, Capt. Charles Hackett, arrived at Victoria, April 24th, 158 days from Cape Breton. The *L. Houlett* also started around from Halifax for Captain Grant of Victoria, but was wrecked in the Straits of Magellan. The Victoria sealing fleet for 1888 included twenty vessels, their owners and season's catch being as follows: *Triumph*, Dan McLean, 2,470 skins; *Annie C. Moore*, Charles Hackett, 715; *Lillie*, Guttman & Frank, 93; *Pathfinder*, Carne & Munsie, 1,250; *Adele*, Freitz, 822; *Maggie Mac*, John Dodd, 1,424; *Favorite*, Charles Spring, 2,134; *San José*, J. S. Lee, 462; *O. S. Fowler*, William Brendt, 230; *Rosie Olsen*, William Olsen, 600; *Annie*, James Laffin, 1,189; *Penelope*, J. J. Gray, 1,705; *Mary Ellen*, Alex McLean, 2,318; *Juanita*, Hall & Goepel, 1,194; *Mountain Chief*, H. Jacobsen, 1,225; *Sapphire*, Marvin & Cox, 1,200; *Viva*, Carne & Munsie, 2,875; *Black Diamond*, Guttman & Frank, 196; *Kate*, J. D. Warren, 300; and *Mary Taylor*, 392. Over four hundred men were employed on these schooners, and the total coast catch was 8,000 skins, and that of Bering Sea 16,950. The *Challenge*, which had been seized in Bering Sea in 1887, was purchased by Captain Riddlebejelke, and the *Mary Parker* was sold to Henry McAlmond, Henry Landese, R. C. Hill, M. B. Sachs and Charles M. Bradshaw, of Port Townsend. The schooner *Halcyon*, famous as a smuggler, was also on the list as a Victoria sealer, commanded by Capt. A. Metcalf, but was only credited with 17 skins as a result of the season's catch. She had probably used this as a pretense to hide her real occupation. The *Lottie Fairfield*, which was one of the first Nova Scotia schooners to come to the Pacific Coast, was wrecked May 6th two hundred miles off the Magdalen Islands. She was one of the vessels seized in 1887, and at the time of the disaster was sailing under the name *Don Leon*.

The United States Government continued to protect the seals in 1889, and early in the season was made the laughing-stock of the world by the action of a few plucky Canadian captains, who refused

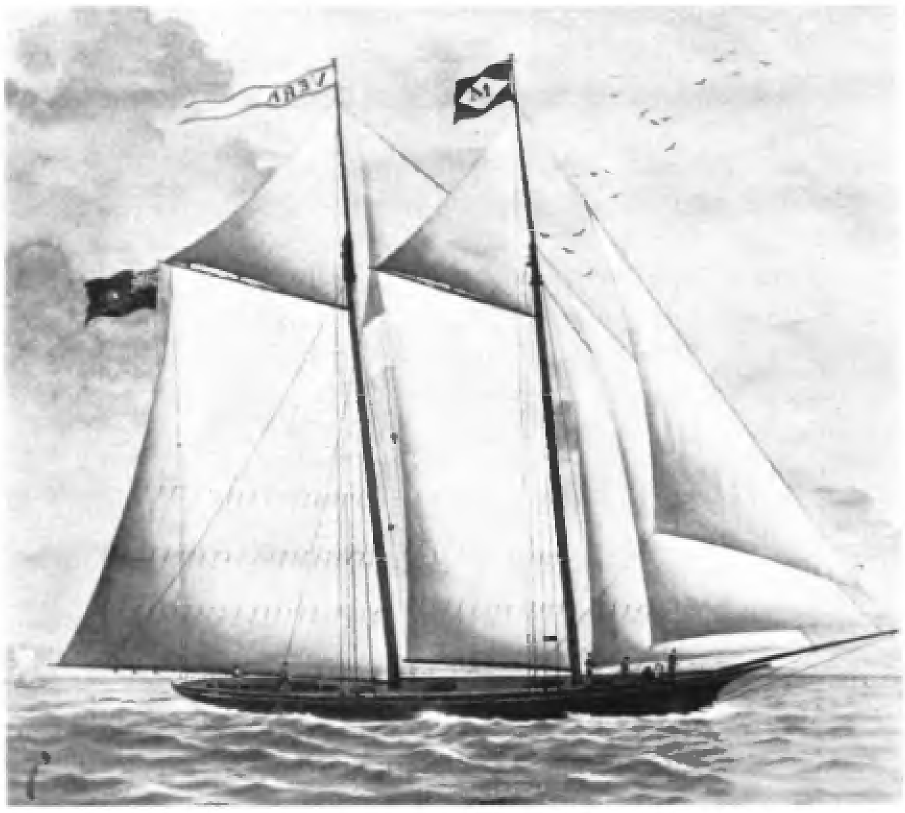
CAPTAIN GRANT

Russians off Copper Island and confiscated, the crew being sent to Siberia. By the intervention of the British ambassador at St. Petersburg they were afterward released, and returned to Victoria by way of Japan. The matter of the seizure was brought up in the British Parliament, but no action was taken. In 1889 Captain Sieward made a successful cruise on the *Walter L. Rich*. On his return he went to Nova Scotia and purchased the *Ocean Belle*, and a year later the *Geneva*, bringing the latter out in 108 days, the fastest passage made by any of the fleet of sealing schooners that came round the Horn. In 1891 Captain Sieward left the employ of Hall, Goepel & Co., organized a company, and purchased in Nova Scotia the new schooner *Dora Sieward*, on his return adding the *Mascotte* to the company's possessions. With these two vessels he has since been engaged.

[14] Capt. John G. Cox was born in Nova Scotia in 1843 and commenced his marine career when a boy of ten, sailing out of Nova Scotia ports on schooners with his father. He came to the Northwest in 1882 in command of the bark *M. & S. Cox*, which loaded lumber at Vancouver for Callao, from which port Captain Cox took the bark to London, where he sold her and returned to Nova Scotia, purchasing the bark *Von Moltke*, well known on the Pacific Coast. He took the *Von Moltke* from New York to Shanghai by way of Australia, and then made three voyages between British Columbia and the Orient, disposing of her in December, 1886, to Captain Meyers, who in turn sold her to Nicholas Bichard of San Francisco. Captain Cox then went East and purchased the schooner *Sapphire* at Halifax and brought her round the Horn, this being the second schooner to leave Halifax for the Pacific Coast. Soon after his arrival he became associated with E. B. Marvin & Co., and they have steadily added to their fleet. They secured the *Triumph* in 1888, the *E. B. Marvin* in 1889, the *Carlotta G. Cox* in 1890, and the *Vera* and *Annie E. Paint* in 1892. the *Vera* formerly being the famous smuggler *Halcyon*. For several years past Captain Cox has spent considerable time in London and Japan in the interests of his company. For the last three seasons the *Marvin*, *Cox*, *Paint* and *Vera* have sealed in Japan waters, while the others have been engaged on the Pacific Coast and in Bering Sea.

[15] Capt. Oscar Scarf was born in Victoria in 1864 and commenced sealing in 1887 on the *Pathfinder*. He has been steadily in the business since, serving first as a seal-hunter and afterward taking command of the schooner *Enterprise*, of which he is one of the principal owners.

to be seized. The schooner *Black Diamond*, Capt. Owen Thomas,[16] went into Bering Sea, July 3d, but owing to bad weather did but little sealing until the eleventh. On the afternoon of that day the *Richard Rush* was sighted bearing down upon her. Captain Thomas at once got under way, but, as the wind was very light, was overhauled an hour later and ordered to heave to. The *Black Diamond* kept steadily on her course until the *Rush* steamed across her bows and compelled her to lay to. She was then boarded by Lieutenant Tuttle, three officers and ten men, Tuttle remarking as he came over the side, "Well, captain, we have caught you in the act." Thomas refused to give up the ship's papers, and they were taken by force. The men from the *Rush* then took the 76 skins secured by the schooner and placed John Hawkins, a seaman, on board with instructions to take the schooner to Sitka and deliver her to the collector of customs, releasing the Indians and the crew, but detaining the captain and mate. Captain Thomas informed Lieutenant Tuttle that he would not take the schooner to Sitka, received no reply, and the cutter steamed away. Thomas then headed for Unalaska, hoping to meet British war vessels there, which he intended to ask for protection. Not finding them, he left the sea, cruised for four days looking for sea otter, and then headed for Victoria Hawkins offered no resistance, as some of the crew had informed him that the Indians would kill him if they saw that he was taking the vessel to Sitka. The schooner *Minnie*, Capt. Victor Jackobson,[17] was picked up by the *Rush* a short time after the *Black Diamond* was captured. She had 500 seal and several sea-otter skins, and, as soon as the cutter left her, set sail for Victoria despite the protests of the prize crew. The *Sapphire* had a narrow escape about ten days after the seizure of the *Black Diamond*. She had spoken the *Maggie Mac* the day before and had been informed of the presence of the cutters, and when the mist lifted the next morning the *Bear* was coming down on her with a full head of steam less than three miles away. The steamer continued to gain for nearly an hour, but Captain Cox put on all the canvas the schooner would stand up under, and the slow-moving *Bear* began to drop astern and was soon lost sight of in the mist. The *Sapphire* would have been an excellent prize for the revenue cutter, as she had over 2,500 skins beneath the hatches, 1,600 of which were taken in Bering Sea, 293 having been obtained in a single day in July.



SCHOONER "VERA," FORMERLY THE "HALCYON"

The vessels seized in 1887 and 1888 were sold in Port Townsend. J. D. Warren's steam schooner *Grace* was purchased by Corrigan & Lowe of Port Townsend and her name changed to *J. Hamilton Lewis*. She was afterward secured by Nixon of Seattle, who in turn disposed of her to Dan McLean. The *Annie Beck*, another of Warren's schooners, was bought by Port Townsend parties and renamed the *James G. Swan*. She was also captured in August and ordered to Sitka, but went to Port Townsend instead. The *Dolphin* was purchased by William Olsen and has since sailed under the name *Louis Olsen*. Carne & Munsie's schooner *Pathfinder*, Captain O'Leary, was seized in August, and, like the *Black Diamond* and *Minnie*, brought the prize crew to Victoria and emphasized her contempt for American revenue cutters and their orders by taking on board 360 skins from the *Kate*, and also capturing 50 seals, the officers of the *Rush* having overlooked two guns while searching her. The *Juanita*, Captain Clark, owned by Hall, Goepel & Co., was captured July 31st, and the *Lillie*, formerly the *Alfred Adams*, was again taken. Despite the efforts of the United States Government to break up the industry, many additions were made to the fleet in 1889. The *C. H. Tupper*, Captain Kelly, arrived at

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[16] Capt. Owen Thomas was born in Wales in 1854 and commenced sailing on the Welsh coast in 1869. He came to San Francisco in 1873 and engaged in sealing on J. D. Warren's sloop *Thornton*. He afterward made a number of deep-water cruises to various parts of the world, and was subsequently employed on the *Annie Beck*, *Grace* and *W. P. Sayward*. He also served for two seasons on the *Pathfinder* and for a similar length of time on the *Favorite*. He was master of the schooner *Black Diamond* in 1889 when she was seized by the revenue cutter *Richard Rush* and ordered to Sitka. Instead of going to Sitka, Captain Thomas headed for Victoria, where he arrived in safety and reported the occurrence at the custom-house. The *Rush* had placed a prize crew of one man aboard the *Black Diamond* to see that she went to Sitka, but her crew of native hunters threatened to kill him if he asserted his authority. The affair created intense excitement in the United States, but nothing serious came of it. Captain Thomas was afterward on the schooner *Kate* and spent three seasons on the *Alfred Adams* as master and mate. In 1894 he was with Captain McLean on the *Favorite*.

[17] Capt. Victor Jackobson was born in Finland in 1862 and has followed the marine business on the Pacific Coast for fifteen years, most of the time in connection with the sealing business. He has been very successful, nearly always making good catches, although he was unfortunate in having his schooner *Minnie* seized by the United States Government, entailing a loss for which he has never been recompensed. Captain Jackobson has sailed the *Minnie* nearly all of the time since she came into his possession, but has also been connected with other vessels of the fleet.

Victoria, May 22d, from Halifax and at once entered the service. The *Sea Lion* was launched at Victoria for Capt. George Collins, and the *Minnie* for Captain Jackobson. The *Venture*, built at Astoria in 1886, was purchased by Anderson Brothers of Port Townsend. Twenty-two British, one German and nine American vessels made their headquarters at Victoria in 1889. Their catches were as follows: British schooners *Ariel* 1,685, *Lillie* 354, *Black Diamond* 684, *Kate* 1,424, *Pathfinder* 990, *Annie C. Moore* 2,120, *Viva* 3,643, *Theresa* 1,310, *Onward* 816, *Penelope* 2,180, *Sapphire* 2,990, *Mary Taylor* 747, *Juanita* 164, *Wanderer* 178, *Minnie* 700, *Favorite* 2,104, *Winnifred* 22, *Maggie Mac* 2,067, *Beatrice* 1,200, *W. P. Sayward* 2,200, *Sierra* 80, *Mountain Chief* 210; American schooners *Mollie Adams* 1,553, *Walter L. Rich* 1,419, *Henry Dennis* 718, *Lottie* 625, *Bessie Rutter* 525, *Venture* 317, *Allie I. Alger* 253, *J. Hamilton Lewis* 242, *San Diego* 69; German schooner *Adele* 1,701. Total, 35,310.

Several additions were made to the sealing fleet in 1890, the best of which were the *Carmolite* and *Ocean Belle*. The former was brought out from Sydney, Cape Breton, by Capt. Melville F. Cutler,[18] and the *Ocean Belle* from Halifax by Captain O'Leary. Captain Cutler encountered very bad weather and was off Cape Horn for fifty days without gaining a mile, while the *Ocean Belle* made a flying passage of 122 days. The *Walter L. Rich* was purchased by Victoria parties and placed under the British flag. The *Black Diamond* became the *Katherine*, the *Pathfinder* the *Pioneer*, the *Mollie Adams* the *E. B. Marvin*, the *Juanita* the *Mascotte*, and the *Minnie* the *Finland*. The *Mary Taylor*, Captain Petit, tried a new experiment and sailed for the Galapagos Islands in the South Pacific, returning to Victoria, after a cruise of several thousand miles, with one skin, which was secured off Crescent City on the way down. Capt. Clarence M. Cox[19] with the *Triumph* also experimented in winter sealing. He was out for two months but secured only 83 skins. The "Flying Dutchman" made a raid on the Pribilof and St. Paul islands late in the fall, after the revenue cutters had left that section, and returned with 500 skins. The Victoria fleet and their catches for 1890 were as follows: *Viva* 2,713, *Minnie* 2,531, *Favorite* 2,453, *Sapphire* 2,242, *E. B. Marvin* 2,164, *Maggie Mac* 1,952, *Pathfinder* 1,935, *Sea Lion* 1,854, *Beatrice* 1,784, *Triumph* 1,766, *Katherine* 1,670, *Henry Dennis* 1,500, *Ocean Belle* 1,426, *Ariel* 1,706, *Annie C. Moore* 1,423, *Walter L. Rich* 1,317, *Theresa* 1,194, *Juanita* 1,178, *Penelope* 1,171, *C. H. Tupper* 1,367, *Mary Taylor* 998, *Kate* 897, *Aurora* 962, *W. P. Sayward* 952, *Mary Ellen* 1,066, *Lillie* 622, *San Diego* 579, *Adele* 651, *Venture* 564, *George R. White* 400, *Wanderer* 82, *Mountain Chief* 60, *Letitia* 70, *Mattie Dyer* 74. Total, 43,315 skins. Over 21,000 of these were secured in Bering Sea.

SCHOONER "PIONEER" ON TURPEL'S MARINE RAILWAY

The *Mattie Dyer*, an American schooner, was seized at Unalaska early in the season while lying there for repairs, but was subsequently released. The *Mary Ellen* was lost July 23d on Sand Point Reef before entering Bering Sea, and the wreck was sold for $150, the purchaser raising and selling her at a big advance to Jacobsen of Victoria. The *Pathfinder* was captured for the second time in 1890, while lying in Neah Bay, by the *Corwin* on the old charge of running away with the prize crew in 1888. She was finally released on orders from Washington. The schooners *Maud S.* and *Maud M.* started for the Pacific Coast from New Brunswick late in the fall. The latter was dismantled and abandoned to the underwriters in the Straits of Magellan. She was owned by G. L. Wilson and George Cassidy of Vancouver. The best record made by any of the American schooners in 1890 was that of the *Allie I. Alger*, which reported at Seattle in October with 2,600 skins. In November her owner, J. C. Nixon, purchased the *Henry Dennis* from Joshua Brown. Capt. Dan McLean, who had been sailing under the British flag for several years, had charge of the American schooner *J. Hamilton Lewis* in 1890. He was pursued by the Russian gunboat *Alexander*, which demanded his papers, but when he hoisted the American flag and refused to deliver them he was allowed to depart. This was the first instance in the history of the Bering Sea trouble in which that flag was of any benefit to those sailing under it.

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[18] Capt. Melville F. Cutler was born in Nova Scotia in 1864 and at the age of seventeen commenced sailing out of Halifax on the brig *Josephine*. He continued on the Atlantic Coast until 1890, when he came round the Horn in command of the sealing schooner *Carmolite*, with which he engaged in sealing for one season and then returned to Halifax and took charge of the handsome schooner *Agnes McDonald*, one of the finest vessels in the Victoria fleet. He brought the *McDonald*, of which he is part owner, to Victoria in 1892, and with her was among the first to go to the Japan coast in search of seals, making some remarkably fast passages between Victoria and Yokohama, and invariably bringing home a large catch.

[19] Capt. Clarence M. Cox was born in Nova Scotia in 1862 and commenced sealing out of Victoria six years ago on the schooner *Mollie Adams*, now the *E. B. Marvin*. He has recently been in charge of the schooner *Triumph*, with which, in 1894, he made the largest catch on record, taking 4,560 seals and remaining in Victoria during the month of June.

The Bering Sea difficulty assumed a more peaceful aspect in 1891. The bold stand taken by the Canadians in refusing to quietly submit to capture and confiscation had its effect, and this year the matter of seizures as well as the protection of the seals was submitted to arbitration, pending the result of which an agreement for a *modus vivendi* was made, as follows:

"An agreement between the Government of the United States and the Government of Her Britannic Majesty for a *modus vivendi* in relation to the fur-seal fisheries in Bering Sea for the purpose of avoiding irritating differences, and with a view to promote the friendly settlement of the questions pending between the two Governments touching their respective rights in Bering Sea, and for the preservation of the seal species, the following agreement is made without prejudice to the rights or claims of either party:

"1. Her Majesty's Government will prohibit, until May next, seal killing in that part of Bering Sea lying eastward of the line of demarcation described in Article No. 1 of the Treaty of 1867 between the United States and Russia, and will promptly use its best efforts to insure the observance of this prohibition by British subjects and vessels.

"2. The United States Government will prohibit seal killing for the same period in the same part of Bering Sea, and on the shores of the islands thereof, the property of the United States, in excess of the 7,500 to be taken on the islands for the subsistence and care of the natives, and will promptly use its best efforts to insure the observance of this prohibition by United States vessels.

"3. Every vessel or person offending against this prohibition in the said waters of Bering Sea, outside of the ordinary territorial limits of the United States, may be seized and detained by the naval or other duly commissioned officers of either of the high contracting parties; but they shall be handed over as soon as practicable to the authorities of the nation to which they respectively belong, who shall alone have jurisdiction to try the offense and impose the penalties for the same. The witnesses and proofs necessary to establish the offense shall also be sent with them.

"4. In order to facilitate such proper inquiries as Her Majesty may desire to make, with a view to the presentation of the case of that Government before the arbitrators, and in expectation that an agreement for arbitration may be arrived at, it is agreed that suitable persons designated by Great Britain will be permitted at any time, upon application, to visit or to remain upon the Seal Islands during the present sealing season for that purpose."

SCHOONERS "MINNIE," "MARY ELLEN," AND OTHERS

This agreement was signed in Washington, June 15, 1891, by William F. Wharton, acting Secretary of State for the United States, and Sir Julian Pauncefote, Her Britannic Majesty's Envoy Extraordinary and Minister Plenipotentiary, with the express understanding that the two Governments should immediately unite in the appointment of a joint commission to ascertain what permanent measures were necessary for the preservation of the fur seals in the North Pacific. The revenue cutter *Corwin*, Captain Hooper, was ordered to the Pribilof Islands with copies of the President's proclamation regarding the *modus vivendi*, for distribution to the interested parties and the commanders of the revenue fleet. The men-of-war *Thetis*, *Alert* and *Mohican* were also ordered to the sealing grounds to prevent further catching of seals during the season. The first seizure under the new arrangement was that of the *E. B. Marvin*, Captain McDougall, which was taken by the *Richard Rush* and turned over to H. M. S. *Nymphe*, which ordered her to Victoria. Several other schooners were sent out of Bering Sea by the cutters, among them the *Walter L. Rich*, *Mary Ellen*, *George R. White*, *Beatrice*, *Carmolite*, *C. D. Meyers* and *City of San Diego*. The latter, in command of Capt. George Wester,[20] went over to Copper Island, near which the McLean Brothers met with misfortune. Capt. Dan McLean made a raid on the island, and was surprised by a party of Russians, who opened fire, wounding McLean. The crew with him were unhurt and took to the boats, reaching the schooner in safety with the exception of one man, Talbot, who was so frightened that he fell overboard and drowned. Sail was made and the schooner got away from the dangerous locality as rapidly as possible. Capt. Alex McLean was in the same vicinity with the *J. Hamilton Lewis* and was overhauled by the Russian man-of-war *Aleut*, which ordered the *Lewis* to heave to; but McLean shouted back that he would do nothing of the kind, that he was in neutral water, and neither the Russians nor any one else had any right to interfere with him. The man-of-war then swung off for a short distance and fired several shots, intending to frighten the sealer. McLean was a stranger to fear and paid no attention to the bombardment, so after another volley the *Aleut* steamed down across the bow of the *Lewis*, carrying away her forerigging, and, as she swung alongside, a party boarded the *Lewis* and took possession. The Americans were then transferred to the man-of-war, which towed the schooner into the port of Petropaulovski. There the vessel was refitted, and with a crew of nine Russians and six Americans sailed for Vladivostock, to which place the *Aleut* accompanied her and delivered the rest of the Americans to the authorities there. The crew of the *Lewis* were confined most of the time, although they were allowed the freedom of the town, having to report at the prison not later than eight o'clock in the evening. In January, 1892, they were released and sent to Corea, where they were transferred to another Russian vessel, which took them to Nagasaki. The American consul at that place sent them to Yokohama, and from there they went to San Francisco.

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[20] Capt. George Wester was born in Norway in 1859 and commenced his marine career on the coast of his native country on a trading vessel owned by his father. He was afterward employed on deep-water vessels in various parts of the world until 1880, when he arrived in San Francisco on the ship *Three Brothers*. He next served on coasting schooners out of the Bay City until 1887, when he shipped from that port on the sealing schooner *Lillie L.*, which was seized by the revenue cutter *Richard Rush*, the crew being left at Sitka to shift for themselves. He was subsequently mate on the *City of San Diego*, going from her to the *Rosie Olsen* and *Mary Ellen*. In 1890 he sailed out of San Francisco as mate and hunter on the *J. Hamilton Lewis*, and a year later from the same port as master of the *San Diego*. In 1892 he had charge of the *Emma Louise*, and in 1893 and 1894 sailed the *Allie I. Alger* out of Seattle.

SCHOONER MAY BELLE"

Arrivals from the Eastern coast in 1891 included the *Geneva*, which was brought from Halifax by Capt. H. F. Sieward in the remarkable time of 108 days, the best record made by any of the schooners; the *Maud S.*, Captain McKiel, which reached Victoria, April 8th, 140 days from Halifax; the *Umbrina*, which made the run from Sydney, Cape Breton, in charge of Capt. Charles Campbell in 130 days; and the *Otto*, Captain McLeod, which accomplished the same voyage in 170 days. While not making so good a passage as the others, the *Otto* made some splendid runs, covering in four days 225, 228, 218 and 217 miles respectively. She was seized about the same time as the *E. B. Marvin*, but both vessels were afterward released. The *Annie E. Paint*, Captain Bisset, arrived at Victoria from Halifax, the *May Belle* was launched at the former city February 28th for Capt. A. Douglass & Co., and the *Borealis*, Captain Meyer, March 19th. The *Rosie Olsen* was purchased in January by Captain Cox. The failure of the United States to protect citizens sailing under her flag had driven many fine vessels under the British colors, among the best known being the *Onward*, *Juanita*, *Alfred Adams*, *Mary Taylor*, *Mary Ellen*, *Mollie Adams*, *Walter L. Rich*, *Oscar and Hattie*, *Rosie Olsen*, *City of San Diego*, *Sylvia Handy* and *Laura*. The American sealer *Sea Gull*, Capt. Frank White, was wrecked May 10th on Cape St. James, Alaska. The *Juanita*, Capt. Ernest Lorenz,[21] was the victim of a powder explosion, which forced her to return to port with several of her crew injured. The total catch of the Victoria fleet for 1891 was 50,338 skins, of which 28,768 were secured in Bering Sea. Several of the schooners obtained over 2,000 skins, among them the *Carlotta G. Cox*, Captain Byers; *Carmolite*, Cutler; *Walter A. Earle*, Magensen; *Annie C. Moore*, Charles Hackett;[22] *Borealis*, Meyer; *Viva*, Wentworth E. Baker;[23] *Pioneer*, Lavener; and *Favorite*, Laughlin McLean. The steam schooner *Thistle* was also engaged in sealing this year but was not very successful. The schooner *Adele*, Captain Hansen, was wrecked April 8th on Queen Charlotte's Island. She dragged her anchor during a heavy gale and was pounded to pieces soon after striking the beach.

While a number of lives were sacrificed each year in the sealers' dangerous calling, it was not until 1892 that any of the fleet were wrecked. Early in that season the *Maggie Mac* met with a fate which remained a mystery for over a year. The particulars of her ending will never be known, as no trace was ever found of any of the twenty-three men on board. She sailed from Victoria in January in charge of John Dodd, captain; R. Jennings, mate; Charles Parsons, Alfred Parsons, John McKiel, James Lennie, Hugh Gibbs and Daniel Horn, hunters; John Dunn, John Carol, Arthur Finmore, George Parsons, Donald McDonald, James Doig, Percy Abbott, John C. Kane, George Kelly, James Thompson, Alexander Maxwell, Daniel McHugh, W. Johns, seamen and boatpullers; Daniel P. Jacobs, cook; and J. Dodd, aged thirteen, son of the captain. The crew were all young men, averaging about twenty-four years of age. The last letter from the schooner was received in Victoria, March 18, 1892, by R. P. Rithet & Co. from Captain Dodd, dated at Clayoquot. Nothing further was heard of the *Maggie Mac* until February, 1893, when the sealing schooner *Pioneer* called at Quatsino Sound and found that two storekeepers had recovered fragments of the ill-fated vessel in a small cove south of Cape Scott. From the location of the wreckage, which included one side of the schooner and considerable of her gear, it is thought that she was caught in a violent storm among the group of small islands between Cape Scott and Triangle Island, and that, owing to the roughness of the coast at this point, the men could not escape. The accompanying illustration is of the crew of 1891, which, with few exceptions, remained with the schooner on her fatal trip.

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[21] Capt. Ernest Lorenz was born in Germany in 1863 and commenced going to sea when fifteen years of age. He came to the Northwest on the bark *Sovereign of the Seas*, and, after remaining on shore at Nanaimo for a year, joined the sealing schooner *Juanita*. He has recently been sailing as master of the sealing schooner *Theresa*, with which he has been very successful.

[22] Capt. Charles Hackett was born in Nova Scotia, and, like the majority of the young men in that locality, commenced going to sea when little more than a child. He served on the Atlantic Coast in various capacities until 1889, when he came to Victoria and engaged in the sealing business. He was for several years master of the schooner *Annie C. Moore* and has also commanded the *Libbie*, in which he owns an interest, both schooners proving very successful in their operations.

[23] Capt. Wentworth E. Baker of Victoria, B. C., was born in Yarmouth, Me., in 1862. He commenced sealing out of Victoria in 1886 on the *Viva*, with which he came around from Halifax, and was afterward on the *C. H. Tupper*, being one of her crew at the time she was driven ashore and lost. Captain Baker has made some very heavy catches during his sealing career, the highest being in 1889, when he secured 3,642 skins, and with one exception every year since then has secured over 2,000. He has recently had command of the schooner *Pioneer*. He has never had a boat out over night or lost a man.

Nearly a dozen fine schooners were added to the Victoria sealing fleet in 1892. One of the finest was the *Agnes McDonald*, brought out by Captain Cutler, who had come around in the *Carmolite* two years before. The *McDonald* was built like a yacht and spread 1,800 yards of canvas. She made the passage out in 136 days, but demonstrated her immense speed a year later on a voyage to Japan, logging 307 miles in a single day. The *Ariel*, Capt. John McLeod,[24] and *Arietes*, Captain Martin, came around from Halifax, the latter making the run in 128 days, while the *Brenda*, Captain Cole, arrived in 140 days from Sydney, Cape Breton. Captain Whiteley sailed the *Mermaid* around in 119 days, while the *Willie McGowan*, Captain Daley, from Sydney, and the *W. P. Hall*, Captain Brown, from St. John's, were about five months on the trip, both arriving in May. The *Warrior*, another Nova Scotia schooner, was wrecked at Montevideo while *en route* to Victoria. The *Casco*, a small clipper constructed for a private yacht, reached Victoria in April, and the schooners *Victoria*, *Sadie Turpel* and *Enterprise* were launched there, all entering the service that year. W. D. McDougall[25] was master of the *Turpel*. Sixty-five vessels sailed out of Victoria for the sealing grounds in 1892, and the result of their season's work was far from satisfactory. The schooners *Laura* and *Lottie* were soon wrecked, and the *Oscar and Hattie* lost a good part of the season by a terrible accident off the Oregon coast. Captain Gault, her master, Fred Widingham, John McDonald and Gus Lome, hunters, and Edward Locke, boatpuller, were drowned in the surf at Yaquina while searching for a deserter, and the schooner was afterward seized, as were nearly a dozen others. To crown all, the supply steamer *Coquitlam* was seized with about $75,000 worth of skins on board.

CREW OF "MAGGIE MAC," 1891

The *modus vivendi* was continued in 1892, but was not announced until after many of the vessels had departed. The fleet furnished employment to 952 whites and 500 Indians, and the total number of skins secured was 45,385. The names of the vessels and their catches were as follows: *Annie E. Paint* 1,019, *Anioko* 740, *Aurora* 378, *Annie C. Moore* 990, *Ariel* 1,268, *Arietes* 1,156, *Ariel* 2, *Agnes McDonald* 964, *Borealis* 507, *Brenda*

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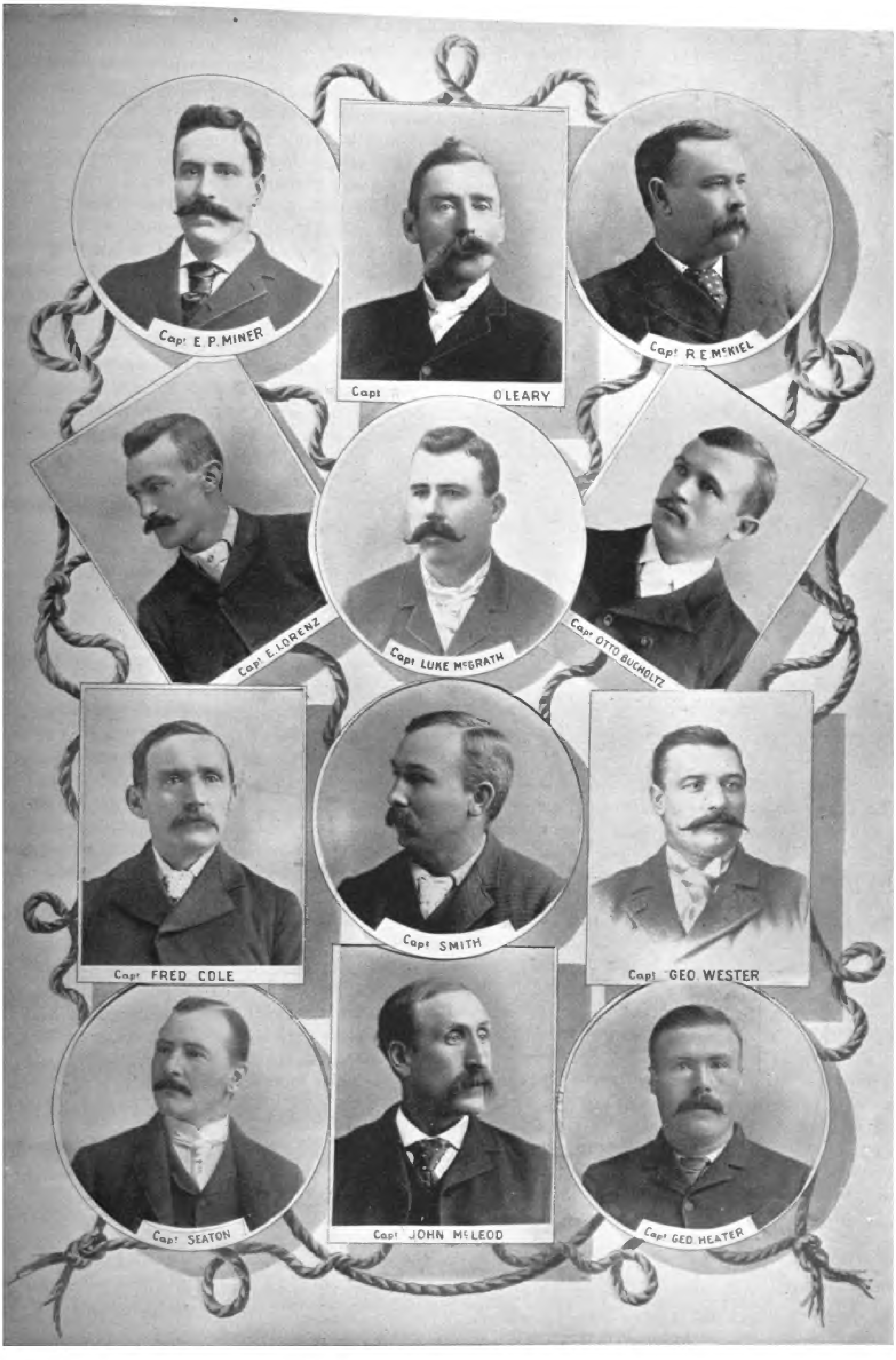
[24] Capt. John McLeod is one of the best known of the Nova Scotian colony of sealers now making Victoria its headquarters. He brought the schooner *Ariel* around from Halifax in 1892 in 128 days, one of the best passages made by the large fleet that doubled the Horn. He has been very successful in the business and at different times has commanded several other schooners beside the speedy *Ariel*.

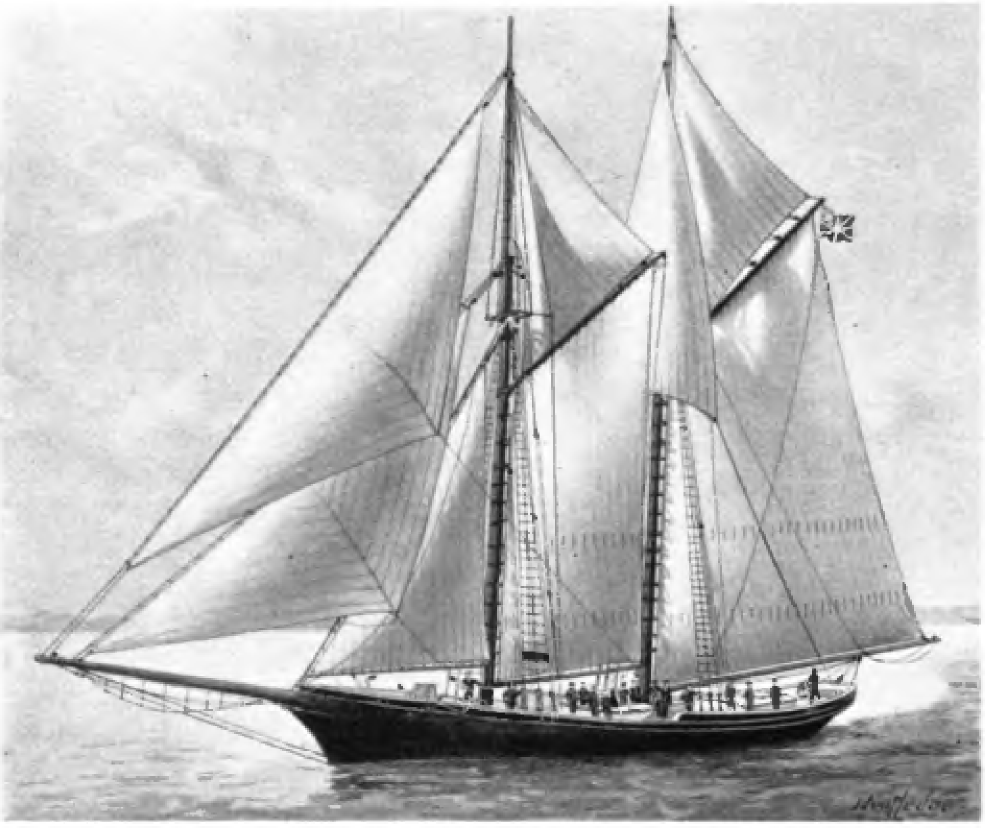
[25] Capt. William D. McDougall was born in Maitland, Nova Scotia, in 1849, and commenced his marine career in 1863 on the bark *Jessie* of Glasgow. He continued sailing in various parts of the world in subordinate capacities until 1871, when he was granted a master's certificate at Glasgow, Scotland. He remained in the deep-water trade until the latter part of the eighties, when he came to Victoria and commenced sealing on the schooner *Sadie Turpel*.


Capt E.P. MINER
Capt O LEARY
Capt R.E. McKIEL
Capt E. LORENZ
Capt LUKE McGRATH
Capt OTTO BUCHOLTZ
Capt FRED COLE
Capt SMITH
Capt GEO. WESTER
Capt SEATON
Capt JOHN McLEOD
Capt GEO. HEATER

WELL KNOWN MASTERS IN THE NORTHWESTERN SEALING FLEET

921, *Beatrice* 678, *Carlotta G. Cox* 2,737, *C. H. Tupper* 1,817, *Carmolite* 879, *C. D. Rand* 28, *Cape Beale* 27, *Dora Sieward* 897, *E. B. Marvin* 2,047, *Enterprise* 507, *Favorite* 652, *Fawn* 480, *Geneva* 1,290, *Henrietta* 152, *Katherine* 433, *Kate* 270, *Labrador* 275, *Libbie* 39, *Minnie* 5, *Minnie* 500, *Mascotte* 446, *Maud S.* 1,702, *Mary Taylor* 942, *May Belle* 524, *Mischief* 661, *Mary Ellen* 846, *Mermaid* 402, *Ocean Belle* 1,461, *Oscar and Hattie* 472, *Otto* 263, *Pioneer* 429, *Penelope* 1,707, *Sea Lion* 1,934, *Sapphire* 970, *Sadie Turpel* 695, *Theresa* 565, *Thistle* 83, *Triumph* 541, *Umbrina* 1,473, *Viva* 1,748, *Venture* 165, *Victoria* 581, *W. P. Sayward* 1,080, *Walter A. Earle* 1,866, *Winnifred* 100, *Wanderer* 87, *Walter L. Rich* 386, *Willie McGowan* 93, *W. P. Hall* 416; catches not given, *Maria*, *Mountain Chief* and *Rosie Olsen*; *Lotite*, *Laura* and *Maggie Mac* wrecked.

The following vessels were seized: *Ariel*, *Carmolite*, *C. D. Rand*, *Henrietta*, *Maria*, *Mountain Chief*, *Oscar and Hattie*, *Rosie Olsen*, *Winnifred* and *Willie McGowan*. The Vancouver schooner *Vancouver Belle*, Capt. W. H. Copp,[26] was captured with 700 skins aboard by the Russian man-of-war *Zabraka*, twenty miles off Copper Island, July 12th, and taken with her crew to Petropaulovski, where after slight detention the men were sent home in the *Rosie Olsen*. The Russians refused to return the *Belle*, which was a very fine schooner. The steamer *Coquitlam* was sent north with supplies for the Victoria fleet to enable them to continue the season's work, and was also expected to bring back the catch up to the time of her arrival. A rendezvous was selected at Port Etches, Prince William Sound, and, while the *Coquitlam* was there transferring cargo, she was surprised by the revenue cutter *Corwin* and seized. The *Corwin* conveyed her to Sitka, where she was turned over to the United States marshal and subsequently sent to Port Townsend. Captain Hooper, in his report to the authorities at Washington, said: "The *Coquitlam* entered a harbor of the United States, not a port of entry, without a permit from the customs authority, transferred and received a cargo in violation of law, and was engaged in towing within the jurisdiction of the United States, and has for these acts subjected herself and cargo to confiscation. It also appears that the captain and owners of the *Coquitlam* were warned by Collector Milne of Victoria before sailing that they would run great risks by what they proposed to do. He advised them to make a transfer on the high seas."



SCHOONER "AGNES McDONALD"

Among the schooners transferring their cargo to the *Coquitlam* was the *Sea Lion*, Capt. Otto Bucholtz,[27] which, as soon as she had delivered her cargo of 1,100 skins to Captain McLellan, stood away for the Russian side, where she hunted through the season without interruption. On September 15th she encountered a fearful storm off Atu, in which she lost six sealing boats and all of her water casks, and the galley was stove in and pretty badly damaged. Sand Point was the nearest port, and Captain Bucholtz headed in that direction, reaching there September 25th. Before going in with the schooner he rowed ashore and interviewed Collector Bullock, who assured him that the vessel would not be molested, so she came in and was beached for repairs. A few days later orders were received from Sitka to seize any of the fleet which had met the *Coquitlam* and which might run in. Notwithstanding the fact that he had promised her safety, the collector informed Captain Bucholtz that the schooner was under seizure, and a deputy marshal was placed aboard. On the night of the twenty-ninth a gale sprang up which threatened to drive the schooner on the rocks or out to sea. Captain Bucholtz then decided to leave port, and gave the official in charge the choice of going ashore or being shanghaied. He demurred at first, but, realizing that the Victorians were in earnest, gracefully accepted the situation and rowed to land. Two weeks later the *Sea Lion* sailed into Victoria harbor with her Russian catch.

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[26] Capt. W. H. Copp of Vancouver, B. C., was born in New Brunswick in 1842. After sailing in various parts of the world, he came to Vancouver in 1887 and built the schooner *Vancouver Belle*. He took her into Bering Sea in 1891, but was ordered out in July by the United States revenue cutters. He made another attempt the following year to enter Bering Sea with the *Belle*, and on finding it closed went over to the Russian side and sealed in the vicinity of Copper Island, where he was seized six weeks later by a Russian man-of-war, which took the vessel and crew to Petropaulovski. The governor of the province gave them a worn-out Victoria schooner, half provisioned, almost unfit for use, and sent them home. On reaching Vancouver, the vessel which had been substituted by the Russians was handed over to her original owners, Captain Copp losing his vessel and her cargo, valued at about $40,000. He then retired from the water and has since been engaged in stevedoring at Vancouver.

[27] Capt. Otto Bucholtz was born in Germany in 1864. He commenced sealing out of Victoria in 1890 on the schooner *Minnie* and has been steadily engaged since. In 1892 he was in command of the *Sea Lion*, and while *en route* from Victoria to Kamchatka put into Sand Point, Alaska, in distress. He was there seized by an American revenue cutter, but escaped and headed for Victoria, where the Canadian Government protected him.

The *Carmolite*, Capt. William O. Hughes,[28] was seized off Copper Island, and the crew were taken to Petropaulovski, remaining on the Russian man-of-war for a considerable length of time, finally being sent from Vladivostock to Nagasaki, and from there to Victoria on the *Empress of China*. The *Winnifred* entered Bering Sea, June 13th, by way of Umniak Pass, in thick weather. After remaining a few days it began to clear up, and Captain Hansen prepared to leave. A dead calm ensued, and he was sighted by the *Richard Rush*, which came up and found him with seals on deck. The *Winnifred* was towed to Unalaska, where several charges were filed against her. The *Oscar and Hattie*, which was in command of Captain Tuttle, the successor of Captain Gault, was captured August 31st in Gotzeb harbor, on the north side of Atu Island, by the United States steamer *Mohican*. Her captain made the plea that he had run in for fuel and water, but the entries in his log-book were so conflicting that Sir Matthew Begbie, before whom the case was tried at Victoria, declared her confiscated to the crown. Capt. J. L. Perry, her owner, appealed the case to the Supreme Court of Canada, and the decision was reversed. The schooner *Laura*, Captain Hansen, was wrecked in Friendly Cove, Nootka Sound, January 25th. The "Flying Dutchman," as Hansen was termed, had run in to secure Indian hunters. While lying there the vessel dragged her anchor and became a total loss.

The continuance of the *modus vivendi* in 1893 forced fully one-half of the Victoria schooners, including the largest and best of the fleet, to visit the waters of Japan, in which a few of the vessels had been very successful. Among the number were the *Carlotta G. Cox*, Capt. W. D. Byers, which secured 2,772 skins; *Agnes McDonald*, M. F. Cutler, 2,766; *Penelope*, Frederick Cole,[29] 2,291; *Geneva*, William O'Leary, 2,066; *Oscar and Hattie*, W. E. Baker, 2,198; *Vera*, W. Shields, 2,009; *Mary Ellen*, W. O. Hughes, 1,979; *Casco*, Otto Bucholtz, 1,672; *Umbrina*, C. Campbell, 1,827; *Libbie*, F. Hackett, 1,631; *Sadie Turpel*, C. Le Blanc, 1,302; *Maud S.*, R. E. McKiel, 989; *Arietes*, Abel Douglass,[30] 1,384; *Mermaid*, W. H. Whiteley, 1,255; *Enterprise*, J. W. Todd, 1,301; *Viva*, J. W. Anderson, 1,471; *May Belle*, C. J. Harris, 1,852; *City of San Diego*, M. Pike, 1,043; *Theresa*, E. Lorenz, 824; *Annie C. Moore*, J. Daley, 1,155; *Walter P. Hall*, J. B. Brown, 998. The greater portion of these catches were made upon the Japan coast, but some of the seals were secured on the Russian side. The *Triumph*, Capt. C. W. Cox, secured 2,336 skins, 1,713 of which were taken on the coast of British Columbia and the remainder on the Russian side. The rest of the fleet going to the latter place made catches as follows, those secured on the coast being first mentioned: *Sapphire*, Capt. William Cox, 1,262, 341; *E. B. Marvin*, Isaac A. Gould,[31] 1,014, 517; *Mascotte*, H. F. Sieward, 857, 327; *Dora Sieward*, R. O. Lavender, 1,426, 434; *Minnie*, Victor Jackobson, 489, 20 (seized); *Annie E. Paint*, A. Bissett, 740, 401; *Diana*, A. Nelson, 707, 294; *Fawn*, A. Magneson, 806, 77; *Ocean Belle*, T. O'Leary, 1,316, 547; *Ainoko*, G. Heater, 1,344, 46

SCHOONERS "WALTER L. RICH" AND "ARIETES"

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[28] Capt. William O. Hughes was born in Nova Scotia in 1847 and has been engaged in the marine business for thirty years. He commenced in the coasting trade out of Atlantic ports and afterward sailed in deep water to all parts of the world. He came to Victoria in 1891 and has since been engaged in the sealing trade. He was master of the schooner *Carmolite* when she was seized by the Russians at Copper Island in 1892, Captain Hughes and his crew being taken to Petropaulovski and from there to Vladivostock. They remained for seventeen days on board the Russian man-of-war and were then sent to Nagasaki, Japan, from which place they sailed for Victoria on the *Empress of Japan*. Captain Hughes has recently had charge of the schooner *Mary Ellen*.

[29] Capt. Frederick Cole was born in Newfoundland in 1854 and commenced sealing out of Victoria in 1890 on the *Penelope*, which he took to the Japan coast in 1892, being the first of the fleet to engage in sealing in those waters. Her catch that year was 1,750 skins, and the following year 2,300. In 1894 Captain Cole had charge of the schooner *Dora Sieward*, with which he took 2,584 skins.

[30] Capt. Abel Douglass was born in Maine in 1841 and came to the Pacific Coast in 1869, serving for two years on the whaling schooner *Kate*. He then built the schooner *Triumph*, which he operated in trading, fishing, and in the Government service in British Columbia waters, for thirteen years. He next secured a two-thirds' interest in the *Challenge*, with which he continued for two seasons, until she was seized in the fall of 1888, when he shipped as hunter on the *Annie C. Moore* for two years. In 1891 he built the schooner *May Belle*, which he ran for one season, and then sent to Lowenberg, Nova Scotia, for the *Arieles*, of which he took charge upon her arrival, remaining with her since and meeting with success.

[31] Capt. Isaac A. Gould was born in Nova Scotia in 1846 and has followed the sea for over twenty years. He sailed on the Atlantic Coast in various capacities until 1891, when he came to Victoria and engaged in sealing on the schooner *Ariel*. He was afterward master of the *Katherine* and in 1893 had charge of the *E. B. Marvin*, making profitable cruises with both of the vessels.

(seized); *Katherine*, W. D. McDougall, 352, 363; *Otto*, M. Keefe, 630, 397; *Mary Taylor*, E. Shields, 745, 240; *Brenda*, Colin E. Locke,[32] 845, 408; *Walter L. Rich*, S. Balcom, 1,321, 517.

Those engaged in sealing on the British Columbia coast alone were: *Labrador*, Capt. J. J. Whiteley, 263; *Mischief*, W. Petit, 344; *Venture*, G. McDougall, 82; *Walter A. Earle*, T. Magneson, 1,622; *Beatrice*, D. Macauley, 655; *Mountain Chief*, J. Nawassum, 128; *Kate Beale*, Snap, 86; *Kate*, I. Foster, 293; *Favorite*, L. McLean, 949; *Borealis*, G. Meyer, 1,307; *W. P. Sayward*, G. Ferey, 596; *San José*, R. E. Crowell, 242; *Victoria*, H. V. Hughes, 420; *Rosie Olsen*, A. B. Whidden, 358; *Wanderer*, H. Paxton, 206; *Pioneer*, J. McLeod, 1,050. The combined catch of the Victoria fleet, including that of the Vancouver schooners *Beatrice* and *C. D. Rand* and the American schooners *Mary Brown* and *South Bend*, which had headquarters at Victoria, was 70,000 skins, over 29,000 being taken on the Japan coast. The Victoria vessels carried as crews 806 whites and 432 Indians, about 200 less than had been engaged the previous year. None of the American fleet made as large catches as those of the *Triumph*, *Agnes McDonald*, *Carlotta G. Cox*, *Umbrina* and *Penelope*, and only one of the schooners, the *Allie I. Alger*, secured over 2,000 skins. This vessel obtained 2,223, the *Henry Dennis*, Captain Miner, coming next with 1,793; the *Edward E. Webster* 1,670, the *Mattie T. Dyer* 1,619, *J. Eppinger* 1,541, *Emma and Louise* 1,522, *Herman* 1,325, *Willard Ainsworth* 1,282, *Mary H. Thomas* 1,264, *Bowhead* 1,035, *Mary Brown* 975, *Lillie L.* 958, *Louise D.* 943, *Rattler* 848, *Alton* 782, *Mascotte* 718, *Louis Olsen* 655, *H. C. Wahlberg* 598, *Kate and Anna* 544, *San Diego* 512, *Rosie Sparks* 448, *Unga* 437, *George R. White* 400, *Columbia* 360, *Matthew Turner* 342, *Teaser* 300, *Achilles* 280, *South Bend* 180, *Anaconda* 131, *Retriever* 122, *Volunteer* 130. A few of these vessels fitted out in San Francisco, but the best of them, like the *Allie I. Alger*, *Henry Dennis* and *Willard Ainsworth*, hailed from Seattle. Capt. Alex McLean made an experiment in 1893 with the steamer *Alexander*, but the cost of operating her was so great that the result was unprofitable.

SCHOONER "WILLARD AINSWORTH"

One of the handsomest additions to Victoria's fleet was the famous smuggler *Halcyon*, built at Benicia in 1886 for Harry Tevis of San Francisco. She was seventy-four feet long, twenty-one feet beam, and eight feet five inches hold, was fitted up in elegant style, and when completed was one of the handsomest yachts that ever sailed out of the Bay City. Having no particular use for her, Tevis soon sold her, and she eventually fell into the hands of A. W. Whalley and E. W. McLean, who were engaged in smuggling opium on a wholesale plan. Their speedy craft was occasionally seen in a number of harbors along the Pacific Coast, but her owners were too cautious to be captured, and when she was intercepted the custom-house officers invariably found that they had made a "water haul." When the authorities became too vigilant, the *Halcyon* would fly over to the Orient. On one of these trips she went ashore on the coast of Japan, and over $50,000 worth of opium which she had on board was seized by that Government. Whalley, at that time in the height of his power, succeeded in recovering the cargo without much difficulty, and when the yacht was repaired she carried it to

SCHOONER "AINOKO"

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[32] Capt. Colin E. Locke was born in Nova Scotia in 1850 and commenced his marine service on the Atlantic Coast at the age of fifteen in the deep-water and coasting trade. Four years later he was appointed mate of the brigantine *Caronei*, and at the age of twenty-one was master of the schooner *Grecian Bend* in the West India trade, remaining in that traffic for eighteen years. He came to the Pacific Coast as mate of the schooner *Libbie*, from Sydney, Cape Breton, and for the past two seasons has been master of the schooner *Brenda*.

Honolulu. When she again appeared at Victoria, her reputation had become so bad that her owners decided to sell her and found a ready purchaser in Capt. J. G. Cox, who secured her for $5,200, about one-fourth of her cost. She was at once equipped for sealing under the new name *Vera*, and in command of Capt. William Shields[33] has been very successful.

The schooner *Mermaid*, Capt. W. H. Whiteley,[34] met with an adventure in 1893 that has few parallels in marine history. While off the coast of Japan in April she collided with a whale and narrowly escaped destruction. An account of the accident is given in a letter written by Captain Whiteley to his partner in Victoria, in which he says: "On April 11th we were cruising about two hundred miles off the coast. It was blowing a gale, so that the vessel was reaching along under a reefed foresail, staysail and trysail. I was lying down when I heard the man on watch sing out, 'Who wants a shot at a whale?' Of course no one did, but I got up and went on deck, and the man at the wheel said, 'There is a whale asleep ahead.' I looked and saw a leviathan not fifty feet to the windward. I at once ordered the vessel kept off, and, as she fell off, the whale, now thoroughly awake, kept crossing her bow. In less than a minute he struck us and we struck him with an awful crash. The monster hit the vessel with his tail and broke two beams off clean. The stem was knocked completely from the planks and fell just like a rudder, hard over. The pumps were at once sounded, but the vessel was found not to leak. That night there was the ugliest sea that I have ever seen, but still the old stem held. If she had not been built as she was, we all would have gone to the bottom. We started back for Yokohama, April 13th, arriving four days later, and are now repairing damages."

STEAM SEALER "ALEXANDER"

The *Ainoko* was seized sixteen miles southwest of Copper Island by the Russian man-of-war *Yakout*. The vessel was in command of Capt. George Heater,[35] and for five days prior to her seizure had been unable to secure an observation. In running on dead reckoning a strong current had set the vessel in toward Copper Island. When the fog lifted, Captain Heater realized his position, made all sail and started away from the prohibited territory. A light wind and heavy sea prevented his escape, and on the evening of the twenty-first he was overhauled by the *Yakout*, which seized his papers and ordered the vessel to report to the British consul at Yokohama. He proceeded to obey, but the fifteen Indians on board refused to submit, and, as there were but four whites, Captain Heater was obliged to return to Victoria. He landed the Indians at Hesquiot and then proceeded to Victoria, where the case was heard before Justice Crease, who rendered a decision in favor of the schooner, and she was accordingly cleared. The *Maud S.*, Captain McKiel, was ordered to Japan, and, like the *Ainoko*, when the case was thoroughly investigated, was released. S. L. Kelly & Co. of Victoria launched the steam schooner *Worlock*, April 27th, and sent her on a sealing expedition in charge of Captain Riddlebejelke. She was seventy-one feet long, fourteen feet beam, and eight feet hold, with very light power from a twelve by twenty-four inch engine.

Rules for the government of the sealing fleet in 1894 were set forth in May, the instructions from both British and American authorities being substantially the same. They were as follows:

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[33] Capt. William Shields was born in California in 1863 and commenced sealing out of Victoria on the *Pathfinder* about nine years ago, serving first as a hunter. He remained with the *Pathfinder* two seasons, was for a similar period on the *Viva*, went from her to the *Triumph*, and then spent three years on the *E. B. Marvin*. Captain Shields made a practical study of navigation and seamanship while employed as a hunter, and on leaving the *Marvin* was given command of the *Vera*, one of the finest schooners in the fleet.

[34] Capt. W. H. Whiteley was born in Labrador in 1862 and has followed the sea since boyhood. He came to the Pacific Coast about ten years ago and soon afterward commenced sealing with the old schooner *Labrador*, now owned by Indian sealers. Captain Whiteley remained with this vessel for a considerable length of time, leaving her to bring the schooner *Mermaid* to the Pacific Coast, his brother, Capt. J. J. Whiteley, taking his place on the *Labrador*. He demonstrated his ability as a navigator by bringing the *Mermaid* out in 119 days, and since her arrival has remained in command. He has operated mostly on the Japan coast, meeting with success, the famous collision of the *Mermaid* with a whale being the only accident the vessel has met with.

[35] Capt. George Heater commenced sealing out of Victoria about six years ago on the schooner *Rosie Olsen*. He had previously had considerable experience in seamanship on deep-water vessels in various parts of the world and was a skillful navigator. After leaving the *Olsen* he was engaged on several of the Victoria sealing schooners, and in 1893 had command of the *Ainoko* when she was seized. As nothing could be proven against the vessel she was accordingly released, and Captain Heater then resumed command.

"Article 1. Before the issuance of a special license, the master of any sailing vessel proposing to engage in fur-seal fishing shall produce satisfactory evidence to the collector of customs that the hunters employed by him are competent to use the weapons authorized by law.

"Article 2. Firearms, nets or explosives shall not be used for taking or killing fur seals in that portion of Bering Sea described in the act approved April 6, 1894.

"Article 3. Any vessel having license to hunt fur seals in the North Pacific and Bering Sea, east of 180° longitude, shall, before entering Bering Sea or at Unalaska, report to a customs officer of the United States or an officer of the United States Navy and have all arms and ammunition on board secured under seal, and such seal shall not be broken during the time fur sealing is prohibited. In order to protect vessels within the area of the award between April 13th and August 1st, but which have not violated the law, from improper seizure or detention, the master thereof may, by applying to the commander of any cruiser or to a customs officer, and declaring that she intends to proceed to a home port, have her sealing outfit secured under seal, and the officer placing this seal shall enter the date of the same upon her log-book, with the number of seal skins and bodies of seals then on board, and said seal shall not be broken during the time fur sealing is prohibited, except at the home port.

"Article 4. Vessels now in Japanese waters or on the Siberian coast west of 180° longitude, wishing to return to a home port, may enter the port of Attoua and there have their sealing outfits secured under seal and the fact entered on their log-books. Such seals shall not be broken except at her home port, and such seal and entry shall constitute a sufficient protection against seizure while within the area of the award on their direct passage to such port. In case a sealing vessel, as described above, shall, before leaving a Japanese port, declare her intention of returning to a port of the United States, the United States consular officer of the port may, upon application of her master, secure her sealing outfit as described above. Any vessel as described above may obtain special license to hunt fur seals in Bering Sea upon application to the United States consular officer of any port in Japan, or from the customs at Attoua, after furnishing the evidence required in Article 1.

Schooner "Maud S."

"Article 5. Any vessel in a foreign or home port wishing to engage in fur sealing in Bering Sea shall obtain a special license from a customs officer of the United States if in a home port, and from a consular officer if in a foreign port. Before sailing the sealing outfit of such vessel may be secured under seal upon application as hereinbefore provided, and the fact noted on her license. Such seal shall not be broken during the time fur-seal fishing is prohibited.

"Article 6. Vessels now at sea in the pursuit of fur seals, and found not to have violated the law in reference to the taking of fur seals, and who have not cleared from any port on or after May 1, 1894, will not be seized solely on account of not having a special license or distinctive flag.

"Article 7. Every vessel employed in fur-seal fishing, as above described, shall have, in addition to the papers now required by law, a special license for fur-seal fishing.

"Article 8. Every sealing vessel provided with special license shall show under her national colors a flag not less that four feet square, composed of two equal pieces, yellow and black, joined from the right-hand upper corner of the fly to the left-hand upper-corner luff, the part above and to the left to be black, and the part to the right and below to be yellow.

"Article 9. The authority hereinbefore granted to United States consular officers, customs officers and officers of the United States Navy, may be exercised by like officers in the service of the Government of Great Britain, except in ports of the United States.

"Notice. The officers herein authorized to carry out the provisions of the act approved April 6, 1894, will observe that the objects of the foregoing articles are to prevent from unnecessary seizure and loss of sealing vessels already at sea in ignorance of the provisions of the act, or unable to strictly comply with its requirements. Should cases occur which are not here definitely provided for, they must be dealt with by the officers with the above-mentioned objects in view and as nearly in accordance with the law and regulations as possible. These regulations are intended to apply only to the closed seas of 1894 and are not to be regarded as a complete execution of the authority conferred on the Executive by the Act of Congress."

As the law was very plainly set forth, the sealers departed for the season's cruise with none of the uncertainties regarding their rights which had troubled them in previous years, but unfortunately the price of skins was so low in 1894 that few of them made any money. The names of the vessels and men engaged in the work is herewith given, together with the catch for the season, the compilation being made from records in the shipping master's office and from the official reports: *Oscar and Hattie;* Thomas Earl, owner; Thomas Magneson, master; John Johnson, mate; I. H. Pamphlet, A. H. Jones, E. Ramlose, John Cottsford, Peter Haake, James Shields, hunters; Japan 1,733, Copper Island 176; total 1,909. *Annie E. Paint;* E. B. Marvin, owner; A. R. Bissett, master; A. J. Taylor, mate; W. R. Cardiff, Charles Newman, Robert Verge, George Loufield, William Grigg, Daniel Howe, Otto Roppachen, hunters; Japan 1,497, Copper Island 531; total 2,028. *Fawn;* Thomas Earl, owner; Michael Keefe, master; John E. Noel, mate; Tom Dasey, second mate; Indian crew; Japan 911, Bering Sea 646; total 1,557. *Rosie Olsen;* Munroe, owner; A. B. Whidden, master; C. McLean, mate; Indian crew; Japan 1,013, Bering Sea 856; total 1,869. *Geneva;* William O'Leary, master; J. Siteman, mate; C. Keel, Daniel Bafew, John Henneberry, A. St. Claire, Thomas Dougherty, H. Osborne, T. Edwards, hunters; Japan 1,092, Copper Island 558; total 1,650. *Diana;* G. Collins, owner; A. Nelson,[36] master; Hans Blackisted, mate; J. M. Ryan, W. Nisbet, G. Babbington, R. S. Kantrell, John Beigen, hunters; Japan 1,961, Copper Island 433; total 2,394. *Sapphire;* J. G. Cox, owner; William Cox,[37] master; Rupert Cox, mate; Indian crew; Japan 535, Bering Sea 2,105; total 2,640. *Casco;* George Collins, owner; Otto Bucholtz, master; W. Munroe, mate; E. C. Stratford, second mate; John Christian, William Edwards, R. J. Bertram, X. W. Conretz, W. Beckman, hunters; Japan 1,926. *Vera;* E. B. Marvin, owner; W. Shields, master; Frank Merliner, mate; M. McKenzie, second mate; P. Jeffries, James Aronom, James Loesen, W. Knox, hunters; Japan 1,075, Bering Sea 195; total 1,270. *E. B. Marvin;* C. Marvin, owner; C. J. Harris,[38] master; James Aiken, mate; Matthew McGrath, Edward Goudie, W. Goudie, Thomas Shimisn, hunters; Japan 2,118. *W. P. Hall;* J. B. Brown, master; William Heater, mate; Frank Pratt, John C. McDonald, James Balch, G. Butt, John A. Aitchie, Charles Keel, A. Butt, hunters; Japan 710. *Libbie;* Charles Hackett, owner; Fred Hackett, master; W. D. McDougall, mate; James Ruddenham, second mate; M. Thompson, Thomas Brown, H. Brown, John Townsend, Hardey Murray, Fred White, Benjamin Gallop, M. Collinson, hunters; Japan 1,010, Copper Island 200; total 1,210. *Borealis;* George Meyer, master; A. Wasberg, mate; C. H. Olsen, C. Nord, hunters; Indian crew; Japan 303, Bering Sea 1,149; total 1,452. *Katherine;* A. Gould and C. Warren, owners; A. Gould, master, A. Sterling, mate; Indian crew; Japan 269, Bering Sea 1,059; total 1,328. *Mascott;* Sieward & Street, owners; H. F. Sieward, master; E. Lorenz, mate; N. Boll, hunter; Indian crew; Japan 558, Bering Sea 545; total 1103. *Arietes;* Abel Douglass, master and owner; John Evans, mate; A. L. O'Brien, Alex Mearus, William Foley, George Douglass, Alfred Douglass, A. Mathison, hunters; Japan 1,197, Bering Sea 91; total 1,288. *Favorite;* Laughlin McLean, master; Owen Thomas, mate; N. P. Nelson, second mate; Indian crew; Japan 606, Bering Sea 1,240; total 1,846. *Sadie Turpel;* D. Campbell, managing owner; Charles Le Blanc, master; O. M. Lundberg, mate; Martin Haning, Charles Pike, Henry Pike, Colin McDougal, hunters; Japan 1,783, Copper Island 171; total 1,954. *San José;* Michael Foley, master; George Dumphy, mate; Thomas Dougherty, hunter; Indian crew; Japan 20, Bering Sea 849; total 869. *Annie C. Moore;* Charles Hackett, master and owner; Thomas Rudderham, mate; S. Olsen, second mate; D. Hergety, hunter; Japan 309, Bering Sea 1,947; total 2,256. *Louisa;* C. D. Ladd, owner; John Muckler, master; John Walsh, mate; Joseph Williams, Jesse Williams, P. Hammil, P. Peterson, Fred Talbot, Harry Lund, hunters. *Penelope;* Estate of D. Urquhart, owner; Luke McGrath,[39] master; Thomas Stewart, mate; Francis Curran, Charles E. Barrel, Patrick Fahey,

SHOOTING SEALS IN BERING SEA

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[36] Capt. A. Nelson was born in Sweden in 1855 and has been connected with the marine business for twenty-three years. He sailed in various parts of the world until 1883, when he came to the Pacific Coast and commenced running north from San Francisco. Shortly afterward he began sailing out of Victoria on sealing schooners, and has recently been connected with the *Diana*.

[37] Capt. William Cox was born in Nova Scotia in 1855 and has been engaged in the marine business for nearly twenty years. He commenced sealing in the Northwest on the schooner *Sapphire*, which he has sailed for several years, always meeting with success and coming into port at the close of each season with a catch above the average.

[38] Capt. Charles J. Harris was born in Eastport, Me., in 1867, and commenced going to sea in 1881. He was one of the crew of the *Eastern Clipper*, wrecked in Island Harbor in 1882, and a year later was on the schooner *Trial*, wrecked at Whitehead. In 1886 he came round the Horn in the schooner *Sapphire*, on arriving at Victoria remained ashore for a couple of years, and then started sealing with the *Sapphire*, making a catch of 2,286. The following year he was not so successful, but in 1892, while sealing on the coast alone with the *Mary Taylor*, his catch was 942. The following year he took the *May Belle* to the Japan coast, returning with 1,852 skins, and in 1894 took the *E. B. Marvin* to the same grounds, securing 2,118 skins.

[39] Capt. Luke McGrath was born in Halifax, Nova Scotia, in 1861, and when a boy of fifteen commenced sailing out of Gloucester on the schooner *Revere*. He followed the water on the Atlantic Coast until 1890, when he came to Victoria, and being a practical navigator had no difficulty in securing command of sealing schooners. He handled several of the best known vessels in the Victoria fleet, and in 1894 had command of the schooner *Florence M. Smith*. The *Smith* was late in arriving from Nova Scotia and made but a small catch in 1894, but she started out in charge of Captain McGrath early in 1895, carrying a crew of nine whites and thirty-six Indians, and will no doubt return with a good catch.

Daniel Horby, Thomas Galey, hunters; Japan 1,306, Copper Island 296; total 1,602. *Saucy Lass;* Robert Crowell, master; Daniel Martin, mate; Indian crew; Japan 170, Bering Sea 668; total 838. *Viva;* William Munsie, owner; J. W. Anderson, master; Stradford, first mate; Robert Cordick, second mate; John Pike, John Cohen, G. Hefferman, James Louers, James Carey, Dingle, hunters; Japan 1,437. *Dora Sieward;* D. Sieward, owner; F. Cole, master; Samuel Pike, mate; Samuel Verge, H. Jacobsen, George Johnson, George Bromley, Mark Burton, George Pedler, John Bromley, hunters; Japan 2,584. *Aurora;* Thomas Harold, owner and master; Harry Lunn, mate; P. Carlton, D. Marling, M. McArvin, Dave, hunters; Japan 693, Copper Island 21, Bering Sea 217; total 931. *Pioneer;* W. E. Baker and A. J. Bechtel, owners; W. E. Baker, master; Daniel Butler, Ben Stone, mates; John Mathews, William Downing, Thomas Mathews, William Anderson, William Greigg, Sherman White, hunters; Japan 418, Copper Island 1,263; total 1,681. *Mary Taylor;* A. J. Bechtel, owner; E. P. Robbins, master; Charles H. Nicholson, John McCormack, mates; Alva Brown, Samuel Howman, N. Allen, H. Robb, hunters; Japan 874, Copper Island 250; total 1,124. *Beatrice;* Captain Grant, owner; D. G. McCauley, master; C. McLean, mate; Indian crew; Japan 1,703. *Walter L. Rich*; George Munroe, owner; Scott Balcom, master; Richard W. Cardiff, mate; Samuel Horman, Edward Davis, George Scott, William Anderson, L. Carlson, J. L. Tonrey, John D. De Eries, hunters; Japan 691, Bering Sea 1,749; total 2,440. *Ainoko;* Capt. W. Grant, owner; George Heater, master; Josiah Gosse, mate; Indian crew; Japan 467, Bering Sea 1,657; total 2,124. *Shelby;* John W. Searle, owner; Frederick Jones, master; Daniel McRea, mate; Indian crew; Japan 34, Bering Sea 377; total 411. *Walter A. Earle;* Thomas Earle, owner; Louis Magneson, master; C. Clansen, mate; Indian crew; Japan 1,471, Bering Sea 672; total 2,143. *Brenda;* J. M. Leppcott, owner; Colin E. Locke, master; John Collier, mate; Robert Fudge, Abraham Ballard, L. N. Johnson, John Snow, Robert Spencer, George Dishaw, Fred Somerton, hunters; Japan 2,383, Copper Island 343; total 2,726.

VICTORIA SEALING FLEET IN WINTER QUARTERS

Sea Lion; George Collins, owner; Andrew Nelson, master; August Reppa, mate; S. Lund, cook; E. Dranond, A. W. Acland, H. Beckley, Alex Dingnell, S. Martin, hunters. *Mary Ellen;* W. O. Jacobson, owner; H. V. Hughes, master; Nels Moor, mate; A. Gerow, James Cessford, C. O. Burns, George Wells, C. W. Cessford, John Mahaffey, hunters; Japan 1,905, Copper Island 86, Bering Sea 457; total 2,452. *Minnie;* Victor Jacobson, master and owner; Japan 488, Bering Sea 1,665; total 2,153. *Venture;* D. Urquhart, owner; Julius Morehouse, master; A. Peterson, mate; Indian crew; Bering Sea 909. *F. M. Smith;* Capt. C. J. Kelly, owner; John Allen, master; John Carpenter, mate; Robert Campbell, second mate; Charles Kline, John Soper, John Pynn, William Hennerbery, George Naugh, David Tait, Charles Pike, hunters; Japan 96, Copper Island 81; total 177 *Mermaid;* Whiteley and Stevenson, owners; W. H. Whiteley, master; George House, mate; Stephen Martin, J. W. Ackerman, James Bishop, Richard Cain, Charles Copeland, Hiram Robertson, hunters; Japan 1,605, Copper Island 503; total 2,106. *Theresa;* P. Babbington, owner; Fred Gilbert, master; Thomas Desmond, mate; Richard Gilbert, John Gilbert, Joseph Gilbert, Isaac Bowser, David Byres, Stephen Baker, Daniel Rogers, hunters; Japan 1,102, Copper Island 120; total 1,222. *Labrador;* Whiteley and Stevenson, owners; J. J. Whiteley,[40] master; Henry Parsons, mate; Indian crew; Japan 308, Bering Sea 560; total 868. *W. P. Sayward;* Sunderland and Urquhart, owners; G. R. Ferey, master; M. Hallgren, mate; Henry Munrason, C. Dahlberg, F. H. Warrington, Frank Braman, Oliver Jackson, H. Mountain, hunters; Japan 606, Copper Island 35; total 641. *Agnes McDonald;* John Collister and M. F. Cutler, owners; M. F. Cutler, master; Patrick Martin, mate; Charles Williams (lost), L. W. Morrow, John Anderson, Thomas Cummings, Edward Pursen, Isaac O. Quinn,

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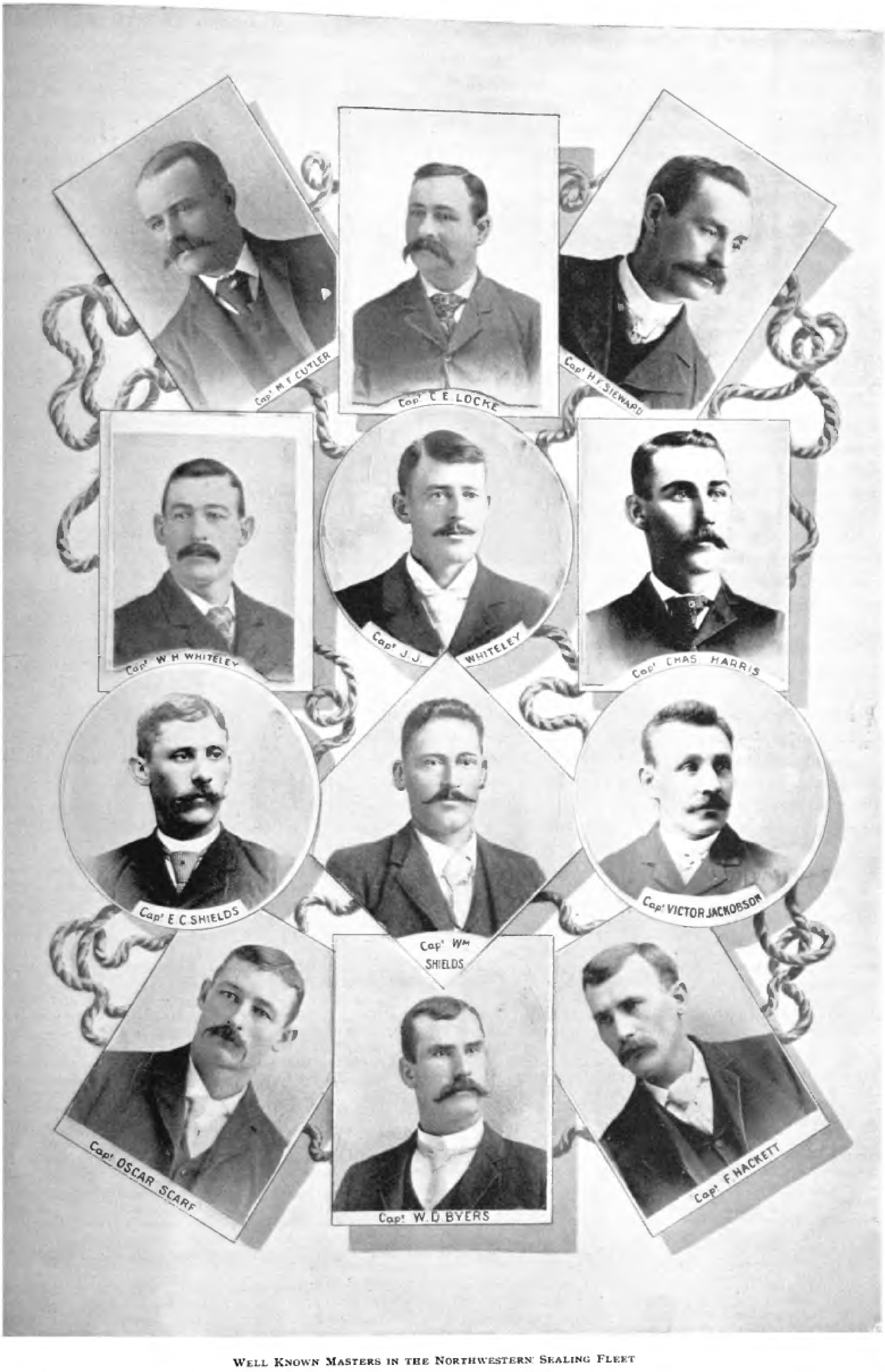
[40] Capt. J. J. Whiteley, a younger brother of Capt. W. H. Whiteley of the *Mermaid*, was born in Quebec in 1867. While young, he has had considerable experience on the water, commencing at the age of sixteen on fishing schooners on the Newfoundland banks. He came to Victoria in 1889, was first connected with the *Theresa*, and afterward joined the schooner *Labrador*, in which his brother had an interest. He took command of this schooner when Capt. W. H. Whiteley brought out the *Mermaid*.


Cap^t M F CUTLER
Cap^t C E LOCKE
Cap^t H F SIEWARD
Cap^t W H WHITELEY
Cap^t J. J. WHITELEY
Cap^t CHAS HARRIS
Cap^t E C SHIELDS
Cap^t W^M SHIELDS
Cap^t VICTOR JACKOBSON
Cap^t OSCAR SCARF
Cap^t W. D BYERS
Cap^t F HACKETT

WELL KNOWN MASTERS IN THE NORTHWESTERN SEALING FLEET

Ernest Miner, hunters; Japan 1,707, Copper Island 471; total 2,178. *Ocean Belle;* Thomas O'Leary, master; A. N. Seaton,[41] mate; John Glossen, second mate; E. Glanson, K. Jackson, A. Dallery (lost), H. Balcom, Edgar Smiley (died on board), William Hennerbery, hunters; Japan 530, Copper Island 274; total 804. *Umbrina;* G. M. Peppett, owner; Charles Campbell, master; E. H. McNeill, Robert Purser, Darius Berry, Thomas Garner, hunters; Japan 2,588, Copper Island 153, Bering Sea 60; total 2,801. *Triumph;* C. A. Marvin, owner; Clarence Cox, master; Edward McDonald, mate; Indian hunters; British Columbia 1,320, Bering Sea 3,240; total 4,560; largest catch on record. *Wanderer;* Henry Paxton,[42] master; H. R. C. Smith,[43] mate; Indian hunters; Japan 400. *May Belle;* William Munsie, owner; E. C. Shields,[44] master; John Murdock, mate; R. Conn, Arthur Griffin, Joseph Morrell, A. Bourier, hunters; Japan 925, Copper Island 907; total 1,832. *Otto;* William Munsie, owner; John McLeod, master; Duncan Webber, mate; J. Mathews, J. Byers, A. Hutt, C. H. White, S. Colloison, E. Payne, Jacob Rogers, Edward Bennett, Alex Müt, Samuel Collinson, hunters; Japan 1,014, Copper Island 623; total 1,637. *City of San Diego;* Mark Pike, master; George Roberts, Henry Crocker, Walter Shaw, John J. Kent, hunters; Japan 1,304, Copper Island 250; total 1,554. *South Bend;* C. F. Dillon, master; M. Thompson, mate; Indian crew. *Enterprise;* Oscar Scarf, master; Alfred McDougall, mate; Charles Francis, George Derby, Daniel Lewis, Neil Morrison, J. E. Rivers, S. D. Lewis, hunters; Japan 1,254, Copper Island 314; total 1,568. *C. D. Rand;* Olof Westerland, master; Charles Bowman, Robert Bullock, J. G. Searle, William Tyson, David Jones, Frank Kelly, C. F. Lundy, hunters; Japan 357. *Louis Olsen;* R. F. Guilliams,[45] master; F. Lupp, mate; O. A. Copeland, N. L. Guilliams, F. Lewis, Y. C. Davis, W. L. Emery, J. Knapp, hunters; Japan 435, Bering Sea 84; total 519. *Maud S.;* Elford & Smith, Brown Brothers and Captain McKiel, owners; R. E. McKiel, master; Peter Soussiant, mate; James Harrison, second mate; Charles B. Speer, William Moore, James McRae, John Bishop, Jacob Morgan, Max Le Clair, hunters; Japan 1,343, Copper Island 86; total 1,429.

Other schooners not mentioned in the foregoing list were the *Carlotta G. Cox*, Capt. W. D. Byers,[46] with 1,947 from Japan; *Kate*, Japan 79, Bering Sea 867, total 946; *Henrietta*, Japan 315, Bering Sea 767, total 1,082; *Kilmeny*, Bering Sea 634; *Mountain Chief*, Japan 175; and *Fisher Maid*, Japan 92. The remarkable catch of the *Triumph* in Bering Sea was made in a little over a month's hunting, the schooner carrying eight whites and thirty-six Indians and working seventeen canoes. In accordance with the terms of the international agreement, the masters of schooners operating in Bering Sea were required to enter in their log-books the latitude and longitude where the operations of any day on which seals were taken were carried on. A record was also kept of the number of males and females secured, the result showing that a much larger proportion of the former were killed than had been generally claimed by those interested in the protection of the fur bearers, the total catch of the Victoria fleet in Bering Sea showing 11,705 males and 14,636 females. Collector Milne of Victoria, in his official report, states that the Bering Sea catch was made outside the sixty-mile protected zone, in latitudes 55°, 56° and 58°, and longitude from 171° to 175°, hunting being carried on from the first of August to the middle of September. On the Japan coast sealing began in about latitude 36° and continued north, the fleet suffering none of the interruptions recently experienced by those operating in territory adjacent to Russian waters. All the vessels kept well outside the thirty-mile zone and worked mainly southeast of Copper Island. The fleet on the

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[41] Capt. Alex N. Seaton was born in Scotland in 1861 and commenced sailing out of European ports when thirteen years of age, remaining in the deep-water service until he reached the position of master. He came to Victoria several years ago, was first engaged on the schooner *Geneva*, and has since served as mate and master on several well known schooners sailing out of British Columbia's western metropolis.

[42] Capt. Henry Paxton is a native of England and has had over twenty years' experience on the sea. He first arrived in Victoria in 1877 and is one of the old school of sealing captains, his first engagement in this line of marine business having been on the old schooner *Juanita*. He has had command of the *Wanderer* for a considerable length of time, and, with the exception of her unwarranted seizure in 1894, the vessel has made a good record while in his charge.

[43] Capt. H. R. C. Smith was born in Breslau, Prussia, in 1857. He came to this country shortly afterward and began his marine career in 1876 on the Fraser River as deckhand on the steamer *Glenora*. He was also on the steamers *Reliance* and *Royal City*, and continued steamboating until 1879, when he went on board the old sealing schooner *Black Diamond* for two years. In 1881 and 1882 he was in charge of Capt. J. D. Warren's sealing station, and in 1883 commanded the schooner *Annie Beck*. When the steamship *Sardonyx* entered the China trade in 1884, he shipped as quartermaster, and on leaving her was in the mercantile business for three years. In 1887 he went out as master of the *Triumph*, the smallest sealer that ever left Victoria for Bering Sea. In 1888 he had charge of the *Black Diamond*, in 1889 was mate on the *Ariel*, and in 1890 again master of the *Black Diamond* under her new name, *Katherine*. In 1891 he commanded the *Venture*, in 1892 the *Mabel*, in 1893 was a hunter on the *Theresa*, and in 1894 mate of the *Wanderer*.

[44] Capt. E. C. Shields was born in California in 1861 and has had an experience of fifteen years in the marine business. He commenced sealing out of Victoria on the *Triumph* in 1886, and has since been continuously engaged in the business, always meeting with success. He has recently been in command of the schooner *May Belle*.

[45] Capt. R. F. Guilliams was born in Iowa in 1862 and commenced sealing on the schooner *Kate and Anna* in 1886. In 1888 he was in the coasting trade on the schooner *George H. Chance* for a year and was next on the *Penelope* from Victoria. In 1891 and 1892 he was engaged on the schooner *Geneva*, and in 1893 took charge of the schooner *Louis Olsen*, formerly the British steamer *Dolphin*. He reached Victoria late in 1894 with the *Olsen*, after having sealed on the Japan coast and having been to the most westerly islands of the Aleutian group, thence to Alaska and Bering Sea. Captain Guilliams died very suddenly at Victoria in December, 1894.

[46] Capt. William D. Byers was born in Nova Scotia in 1863 and commenced going to sea at the age of sixteen, reaching the position of master soon after attaining his majority. He commenced sealing out of Victoria in 1886 on the schooner *Pathfinder* and afterward had command of several other well known schooners, making his best record on the *Carlotta G. Cox*, which he handled very successfully until 1895, when he exchanged commands with Capt. Charles Harris of the *E. B. Marvin*. Captain Byers left for the Japan coast with the latter schooner early in 1895 with a crew of twenty-six men. He is a thorough navigator, and is very well posted on all details of the sealing business, a fact which has much to do with the size of the catches he has brought into port.

British Columbia coast commenced about latitude 37°, returning to port in May and remaining there until ready to enter Bering Sea. Of the fifty-nine vessels operating, only thirty-two went into the sea. The entire catch of the Victoria schooners on the coast of Oregon, Washington and British Columbia was 11,703, on the Japan coast 48,993, Copper Island 7,437, Bering Sea 26,341, making a total of 94,474 skins, employed in securing which were 818 whites and 518 Indians.

But two seizures were made in 1894, the *Wanderer* and *Favorite*, both of which were afterward released, the charge of entering Bering Sea without having their arms properly sealed being unsubstantiated. The sealers suffered considerable inconvenience and loss and on arrival at Victoria filed claims for damages. Two American schooners, the *C. C. Perkins* and the *Puritan*, were seized off Cape Flattery in June by the revenue cutter *Grant*. They were not only guilty of taking seals out of season, but were also using shotguns. They escaped on the plea that they had not been officially notified of the new regulations.

"Wanderer," "Favorite," "Penelope," "W. P. Sayward," "Venture"

The well known Seattle schooner *Henry Dennis*, Capt. E. P. Miner, was wrecked in Japan waters in April, 1894, striking on a reef at Sabatsu Island. Captain Miner furnished the following account of the disaster: "We were trying to make a harbor in the fog and ran on a reef. We got away in our boats, and later rescued the vessel's catch of 861 skins and the personal effects of the crew. The wind and sea later drove the schooner upon the reef, and her keel was pounded out of place. She virtually split in two, although when I sold her she was still clinging together. We were eight hundred miles from Yokohama and had a very hard time getting to that port. The Japanese transportation company tried by every means in their power to beat us, and with our baggage and seal skins we had a pretty tough time of it. None of the crew came back with me but remained to ship on the other schooners. I left my seal skins at Hakodate, there to await orders from Seattle. I hated to see the *Dennis* go, for she was a good vessel, and I had sailed her for many a mile." The *Henry Dennis* was one of the best schooners sailing from the Sound. She was built at Essex in 1883 by Messrs. Brown, Pray & Norton for mackerel fishing off Newfoundland, and was brought around the Horn in 1889 by Capt. R. O. Lavender, who was sent from Victoria to take charge of her. He handled her for two seasons, and she was then purchased by a Seattle man. With Captain Miner at the time of the disaster were F. M. White, mate; Louis L. Etzel, J. N. Knapp, F. J. Speer, Edward Cantillion, J. S. Fanning and C. W. Valkenburg, hunters; and sixteen others. The *Dennis* was eighty-one feet long, twenty-three feet three inches beam, and eight feet four inches hold.

If there is any truth in the assertion that a bad beginning is indicative of a good ending, the Victoria sealing fleet, in their Copper Island and Bering Sea cruises of 1895, should meet with record-breaking success, for in no previous season have they started out under such unfavorable auspices. The coast catch has been the lightest ever known considering the number of vessels engaged. The last vessel of the fleet operating off the coast of Washington and British Columbia arrived at Victoria, May 29th, and the catch, according to the Victoria *Colonist*, is as follows: *Theresa*, Capt. G. Meyer, 102 skins; *Shelby*, Claussen, 124; *Pachwallis*, J. Nyetam, 66; *Labrador*, J. Williams, 51; *Amateur*, C. Jipson, 65; *Mountain Chief*, J. Nawasum, 39; *Fisher Maid*, C. Chipps, 109; *Kilmeny*, R. Southby, 15; *Libbie*, F. Hackett, 234; *Triumph*, C. N. Cox, 353; *Dora Sieward*, H. F. Sieward, 503 ; *Oscar and Hattie*, T. Magneson, 147 ; *Katherine*, Gould, 159 ; *Walter L. Rich*, S. Balcom,[47] 145 ; *Annie C. Moore*, C. Hackett, 105 ; *Maud S.*, R. E. McKiel, 287 ; *Aurora*, T. Harold,[48] 108 ; *May Belle*, E. Shields, 234 ; *Victoria*, R. Balcom, 187 ; *C. D. Rand*, J. J. Whiteley, 143 ; *Enterprise*, J. Daley, 221 ; *Saucy Lass*, D. Martin, 257 ; *Ainoko*, G. Heater, 325 ; *Kate*, O. Bucholtz, 181 ; *Florence M. Smith*, L. McGrath, 285 ; *Sapphire*, William Cox, 192 ; *Favorite*, L. McLean, 150 ; *San José*, 143 ; *Fawn*, M. Keefe, 248 ; *Beatrice*, D. G. Macaulay, 230. The catch of the *Director*, a recent addition to the fleet, is not included in the foregoing list. This vessel was brought out from Halifax by Captain Gilbert, who intended to go direct to the Japan coast, but was obliged to alter his course to replenish his water supply. The *Director* left Halifax, with a crew of twenty-five men, December 20, 1894, and on reaching the Falklands forty-eight days later commenced sealing and secured 610 skins before a spell of bad weather compelled a suspension of operations. Two other Halifax schooners, the *Harry C. W.* and *Fortuna*, also started around the Horn to join the Victoria fleet in 1895. The newcomers were all vessels of about ninety tons register, well built and fast sailers. The Nitnat Indians, who had proven very successful sealers in the employ of the whites, in 1895 entered the field on their own account, purchasing the schooners *Labrador*, *Pachwallis* and *Amateur*.

The revenue cutter *Corwin* seized the *Shelby*, May 11th, off Queen Charlotte's Island, and turned her over to H. M. S. *Pheasant* at Sitka. The *Shelby* there received orders to proceed to Victoria and report to the collector. The seizure was made through the *Corwin's* officers being unaware that the British Government had decided not to renew the agreement with the United States respecting the sealing of arms and implements. Twenty-six of the 1895 fleet went direct to Japan, with 505 whites and 100 Indians, and the coast crews include 178 whites and 602 Indians. The greater number of whites in the vessels going to Japan is accounted for by the fact that firearms will be used there while spears are the weapons in the coast operations.

"HENRIETTA," "BRENDA," "UMBRINA," "DORA SIEWARD," "AGNES MCDONALD," "LIBBIE" AND "ANNIE C. MOORE" IN VICTORIA HARBOR

The result of the season on the Japan coast, while far from satisfactory, was not caused by a scarcity of seals but by continued bad weather. Capt. J. G. Cox returned from Yokohama, July 24th, bringing the following report of the catch, which is herewith given in comparison with that of the previous year, the figures first given being the 1895 catch: *Diana* 812, 1,961 ; *Rosie Olsen* 627, 1,043 ; *Viva* 601, 1,437 ; *Casco* 1,309, 1,926 ; *Agnes McDonald* 710, 1,707 ; *E. B. Marvin* 946, 2,118 ; *Geneva* 1,137, 1,092 ; *Carlotta G. Cox* 906, 1,947 ; *Ocean Belle* 1,056, 530 ; *Umbrina* 1,187, 2,558 ; *Sadie Turpel* 749, 1,783 ; *Annie E. Paint* 1,124, 1,497 ; *City of San Diego* 370, 1,304 ; *Mary Ellen* 797, 1,909 ; *Vera* 853, 1,075 ; *Mermaid* 1,156, 1,603 ; totals 14,340, 25,490. The catches of these sixteen schooners this season compared with last thus show a difference of 11,150 skins. There was an equal disparity between the catches of the American schooners this year and last. The following are the figures for 1895 : *Sophie Sutherland* 193, *Penelope* 210, *Josephine* 306, *Louis Olsen* 627, *Emma Louise* 168, *Theresa* 338, *Anaconda* 182, *M. M. Morell* 331, *W. Ainsworth* 915, *Hermann* 465, *J. Eppinger* 785, *Alton* 299, *Rattler* 345, *Jane Gray* 1,128, *Mattie Dwyer* 661, *Ida Etta* 575, *Bonanza* 250, *E. B. Webster* 766 ; total 9,206. The British Columbia schooners *Pioneer* 847, *Borealis* 733, and *Mascot* 787, total 2,367, were not on the Japan coast last year. The returns of the Yohohama schooners are: *Arctic* 220, *Retriever* 562, *Golden Fleece* 642 ; total 1,424.

Commenting on this result, the Japan *Mail* of July 11th says: "The sealing season on the coast of Japan being now over, the schooners engaged in the business have returned and sailed again for northern waters. The results of the season's catch have fallen very short of expectations, owing to the continuance of strong winds in the early and best part of the season, during which hunting operations could not be carried on ; and, although a fair amount of work was done during the latter part of the season, the number of seals taken is far short of that of last year. The sealers on the coast of British Columbia have been equally unfortunate from the same cause, having had to contend against the severest gales ever experienced on that coast, with the result that the British Columbia catch is small compared with that of previous years. Seals were found to be plentiful both here and on the other side, the weather alone preventing operations being carried on. Those engaged in the business now look forward to making fair catches on the northern trip, but, even if the vessels make as good an average in the north as in former years, there will still be a great shortage in the total catch for the season, and the only consolation for those engaged in the industry is that prices at present ruling are much higher than those of last season. The few schooners from Hakodate this year did fairly well, and some of them made as good catches as the British and American craft. Some ill feeling, it is said, has been caused by Japan's refusal to enter into an agreement to prohibit pelagic sealing on the high sea off her coasts. Such a course could hardly be expected from Japan, apart from the fact that such methods are inconsistent with Japanese ideas of justice, to say nothing of establishing the precedent that a nation or combination of nations can close the high seas to the prosecution of a merely commercial pursuit when no national emergency justifies the action. The Japanese Government granted special concessions to encourage their people to invest money in the sealing industry, and this has already been done, so that the authorities could not now consistently agree to close the Pacific Ocean. In the interest of those Japanese who have invested capital in sealing vessels, the Government should do all in its power to protect the seals in their rookeries, so that they may remain undisturbed during the breeding time, and permit pelagic sealing only. The rookeries in the possession of Japan have almost been destroyed through the exterminating raids made upon them by foreign hunters in years gone by, but not entirely so. In fact, if properly protected, in a very few years the recuperative power of these animals to restock the once swarming rookeries belonging to Japan would become apparent, and a valuable article of commerce be preserved from extinction to the benefit of those Japanese engaged in the pursuit of the fur seal; for there is no reason why, with a little experience, the schooners under the Rising Sun flag should not do as well as the best of the British or American craft. The course the Government of Japan has thought proper to adopt in this matter has been in the interest of its people, and has not been influenced by the action of other countries.''

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[47] Capt. G. W. S. Balcom was born in Halifax, Nova Scotia, and has had an experience of nearly twenty years as a mariner. His first work in the sealing business was with the schooner *Dora Sieward*, which he left to take command of the *Walter L. Rich*, of which he is still master, going with her to the Japan coast early in 1895.

[48] Capt. Thomas Harold was born in Finland in 1848 and has followed the marine business in various parts of the world. He arrived at Victoria about fourteen years ago, and for several years past has commanded the sealing schooners *Aurora* and *Borealis*, of which he is owner.

"E. B. MARVIN," "CARLOTTA G. COX," "ANNIE E. PAINT," "VERA"

The well known Victoria schooner *Sylvia Handy*, for the past few years sailing under the name *Walter A. Earle*, was swept out of existence, with all on board, April 14, 1895. With the schooners *Favorite*, Captain McLean, and the *Libbie*, Captain Hackett,[49] she had been following the seals up the coast, and on the thirteenth all three of the vessels were about thirty miles off the Pappalonas, a small submerged reef to the south of Cape St. Elias. The weather was fine in the morning, but shortly after noon the barometer dropped quickly, all of the boats were signaled to return to the schooners, and at nightfall the gale was on in all its fury. Hope was almost abandoned on the *Libbie* and *Favorite*, but by careful management they rode out the storm. When morning dawned but two vessels were in sight, and shortly afterward Captain McLean picked up the mainsail of the *Earle*. The schooner was found bottom upward a few hours later. When the weather moderated, Captain McLean sent a boat to the overturned hull and discovered that the masts were still in place, but the rudder was missing. This was undoubtedly the direct cause of the disaster, and those who were not swept from the decks before she capsized had little show for their lives. The lost vessel was manned by Louis Magneson, captain; Henry Buhrm, mate; William J. Douglas, W. H. Wyman and Adolf E. Shute, seamen;

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[49] Capt. Fred M. Hackett was born in Cape Breton and has had a marine experience of seventeen years. His first work in the sealing business was in 1888 on the *Annie C. Moore*, sailing out of Victoria. He has since been engaged on a number of well known sealers and was last in command of the *Libbie*.

B. Berner, cook; and twenty-six Indians, twelve of whom were Songhees from Victoria, five from Sooke, six from Beecher Bay, two from Metchosin, and one from Cowichan.

The same gale that sent the *Earle* on her last cruise ended the career of the old Columbia River pilot schooner *C. G. White*. Soon after leaving the pilot service she was fitted out for sealing, and for the past two seasons had been engaged on the coast. She was caught off the Alaska shore by the gale, which was accompanied by a blinding snowstorm, with the thermometer three degrees below zero. Her sails were carried away, the fore topmast went by the board, and her rudder became disabled. In this helpless condition she was carried before the wind, and just before morning struck a submerged reef and was soon smashed to pieces. A line was made fast to shore, and twenty-five of the crew reached land in safety, three losing their lives before the line was secured. Eight of those who landed perished from starvation and exposure, and several of the others were so badly frozen as to render amputation of limbs necessary. They were finally rescued by some Indians and taken to Kodiak. Capt. Gus Isaacson was one of the eleven who perished.

The *Rosie Olsen*, built at Portland in 1879 as a steam coaster, which for the past few years had been sealing under the British flag, was wrecked off the coast of Japan in June. She was the first of the 1895 fleet to leave Victoria, sailing from there in December, 1894, in command of Captain Whidden. The career of the *Rosie Olsen* has been quite eventful since becoming a sealer. She was captured by the Russians in 1892 for alleged trespassing in territorial waters, and on that occasion was christened the *Prize*. When the Russians learned that they could not hold her they gave her to the captain of the *Vancouver Belle* and sent her to Victoria with the crews of other vessels seized at the same time. The Indian sealing schooner *Dart*, constructed at Lummi, Wash., in 1890, was wrecked in April, 1895, off Carmanah point. Early in May the Seattle schooner *Helen*, Captain Strong, was lost off Yakitat. She became disabled, and in beaching her to save life she was struck by a heavy sea and broke in two. The crew escaped.

A Sealers' Rendezvous in Victoria Harbor
"Mascott," "Saucy Lass," "Katherine," "Borealis" and "Aurora" in Foreground

It would be difficult to find a hardier or more daring class of men than the brave fellows who man the big fleet of sealers out of Victoria and Sound ports. With their small schooners they fly before gales which sweep from existence the largest ships afloat, dodge among treacherous reefs and islands in the north, and are hurled hither and thither by the strong currents and tide rips of the Japan coast. Their life is one of perpetual danger, for in the North Pacific the skies are nearly always overcast; heavy gales are frequent; fogs settle down without a moment's warning, not to rise again for days or weeks; yet, surrounded by all of these perils, the seal-hunter will lower his boat, and with only a keg of water and a little hard tack, pull out on the ocean waste with as little concern as though sculling about in a land-locked harbor. Many a boat and crew starting out in this manner have never returned. The dreaded fog descends like a curtain, hiding the schooner from the strained vision of the hunters, and then death in its most frightful form, by starvation and thirst, awaits them. Of course a great number of the boats so lost are picked up by other vessels or in rare instances make their way to land; but even in such cases the sufferings of the men are terrible. An experience of the latter kind was encountered by some of the crew of the *Carlotta G. Cox*, Captain Byers, in 1894. On April 7th, when 200 miles off the Japan coast, three boats were lowered early in the morning. Hunting was pursued with good success until noon, when the boats were caught in a tide rip, followed by a strong wind, which developed into a gale. When an attempt was made to return to the schooner the boatmen found that they were being rapidly driven in the opposite direction. Their boats were also separated in the gale, and it was found necessary to delay further search until the following day, which unfortunately proved worse than its predecessor. Growing still more furious, the storm upset one of the boats, whose occupants, as well as twenty-four skins, two guns and other sealing apparatus, were thrown into the water. One of the crew, however, was able to swim, and, by almost superhuman efforts, he managed to help his two comrades until rescue came with the appearance of one of the other boats. Attempts were then made, but unsuccessfully, to right the capsized craft, although twelve of the lost skins were recovered. After sailing day and night, land was reached on the morning of the fifth day out from the schooner. Immense sharks closely followed the boat, and on one occasion a monster snapped off the painter, a three-quarter-inch rope. All this time the men were subsisting on raw seal meat. Fresh drinking water had been obtained by catching rain, but, when shore was reached, warm tea was substituted, which with other food was generously supplied by the Japanese, whose kindness will long be remembered. The wrecked sealers were carried in jinrickishas from the shore inland, a distance of fifty-seven miles, to a village, whence they were afterward taken to Hakodate by instructions of the British consul. The third boat's crew was more fortunate, having landed near civilization after four days at sea.

"MAY BELLE," "CITY OF SAN DIEGO," "OTTO," "VIVA"

A boat's crew consisting of Charles Williams, Samuel Lewis and one other, from the *Agnes McDonald*, disappeared about the same time, but were less fortunate, as no tidings of them were ever heard. Their boat was found several days afterward full of water, with the guns lashed to the seats. Lewis and Williams were popular and well known members of the sealing fraternity and were experienced sealers. The *May Belle* also lost three boats, which were picked up by other vessels. The San Francisco schooners *Matthew Turner* and *Rosie Sparks* were both wrecked with all on board, and several others of the Japan fleet met with disaster in 1894, the catastrophes for the year outnumbering those on the American and British Columbia coast for the entire period in which sealing operations had been carried on. Other perils beside storms, starvation and sharks beset the sealer, and among the strangest of these were two attacks made on the schooner *Libbie's* boats by a ferocious marine monster known as the "killer." The first occurred off the Japan coast in March, 1894, and two lives were lost. The boat was in charge of Collinson, a hunter, of Plumper's Pass, B. C., with J. C. Bodine and Harry Georgeson, boatmen. The monster struck the boat suddenly about noon, tearing the bottom out and throwing the men into the sea. They managed to lash the canvas around the bottom of the boat, right her and climb in, but the water entered faster than they could bail it out. The boat would repeatedly fill and turn. Collinson took a position at the bow, where he held on and treaded water. He did not have to turn with the craft, and in that way husbanded his strength. Bodine and Georgeson, in their struggle for life, lost judgment and made wild efforts to get back upon the boat every time she came up either way. Just so sure as they did so, they were thrown off. The end came quickly, and the drowning of Georgeson, who was the first to go, was attended by one of those incidents which appeal to the hearts of men. Once when the boat turned he was thrown into the water several feet away, and was so weak that he made no effort to get back. Bodine pushed an oar out to him, and with a last effort he seized it. It was not large enough to support him, and slowly he disappeared beneath the surface, still clinging to the oar. With their minds upon their own fates the two men watched in silent horror the spot where Georgeson had disappeared. In a moment the oar slowly came to the surface. It told the story of the end. Bodine looked at Collinson and said, "He is gone, and I will soon follow him." Ten minutes later Bodine's hold was loosened, and he slipped quietly down to his death. When the schooner reached Collinson at seven o'clock that evening he was sitting in the boat, stripped of his clothing, in water to his waist, and balancing the craft with the oars. He was all but bereft of his reason by the experiences of the day, and nearly dead from exposure.

The other serious accident occurred about sixty miles south of the Copper Islands on August 7th. It is described best in the language of Thomas Brown, the hunter. "I was out as usual with the two men, Jack Lundy and Sam Thomas. The day was a fair one, and we had the sail up. There was a little wind blowing, and we were moving along at average speed. I had just shot a seal and was standing as high up in the bow as I could, looking forward for seals. Suddenly and without the slightest warning the 'killer' struck the boat. I was thrown forward in the air and landed in the water several feet away. I was the most surprised man in the world. First I thought the gun had gone off, and then I had an idea that the ammunition box had blown up. When I looked around I saw Lundy and Thomas sitting on the boat, which was bottom up and had a great hole torn in her. I had on heavy rubber boots and was warmly dressed, so you can imagine how much trouble I had making the boat. When we were in Japan I had air tanks put in my boat, and I am very glad that I did, for they saved our lives. We all crawled up on the bottom of the boat, and she sustained us, and the sunken mast and the sail balanced her. Way off to windward Jack Townsend was hunting, and we could just make him out. One of the boatmen raised his cap upon an oar and waved it. We heard the report of Townsend's gun as he shot a seal, and then came an anxious moment. It was getting rather hazy, and if Townsend had not seen us it would have been all up with us. Presently we saw him head for us, and in about an hour we were in his boat. The water was terrible cold, and we were suffering from its effects when we reached the schooner. The man who sat directly over where the 'killer' struck did not even see him, and we would have had our doubts about what had done the damage had we not seen two 'killers' swimming away. Once before that this season we were in the midst of a school of them, but we furled our sail, lashed our guns and were ready. When I went overboard my gun sank, and I also lost 150 shells. Beside the two accidents met with I only know of one more of a similar nature. It happened on the Japanese coast three years ago, when a boat from an American schooner was cut in two and a boatman killed. They said the 'killer' used his fin, but I believe the one that struck us did so with his tail."

Capt. Edward McCoskrie
(See page 411)

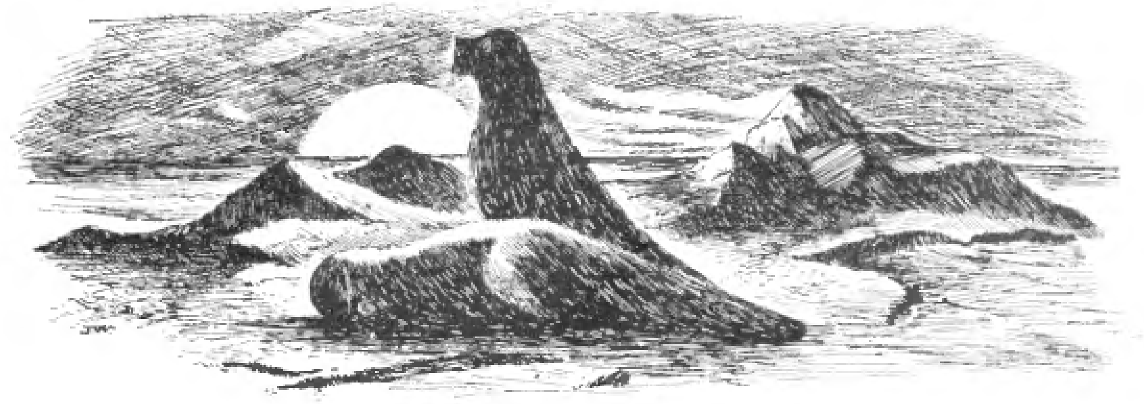
The United States Government, which had expressed its willingness to abide by the decision of the Paris tribunal, in 1895 relapsed into its old method of dealing with the sealing question. The tribunal established the fact that twenty illegal seizures had been made by American cutters between 1886 and 1890 inclusive, and decided that the owners of said vessels had good cause to institute actions against the Government at fault to recover the loss they had sustained by reason of such seizures. The claims aggregated something over half a million dollars, with interest, and it was the recommendation of the tribunal that each case should be taken up separately and the damage suffered ascertained by assessment. This, however, was not obligatory, and late in 1894 the United States offered a lump sum of $425,000. The Dominion Government submitted the proposition to the interested parties, and, while a few of them were in favor of insisting on the full amount of their demands, they finally expressed a willingness to accept the sum offered, believing that an amicable settlement of the affair would aid in securing the payment of the consequential claims caused by warning schooners out of Bering Sea in 1890, 1891, 1892 and 1893. The matter of appropriating the amount decided on, $425,000, came up in Congress in December, 1894, and, despite the agreement made at Paris pledging the payment of the damages, the bill failed to pass. Among the reasons advanced for repudiating it was the intimation that, if the Canadians secured what was justly due them, the Government would also be obliged to pay several hundred thousand dollars for similar damages suffered by vessels sailing under the American flag while the seals were being protected for the lessees of the rookeries.

With the failure of the United States to fulfill the promise which its Secretary of State had made in its name, the British Government promptly refused to re-enact the regulations of the previous year, which prevented the carrying of firearms by sealing vessels through the zone north of the thirty-fifth parallel during the closed season. That portion of the American people who had contended against the fulfillment of the Paris award at once asserted, with much indignation, that Great Britain was acting in bad faith by modifying her stand on the sealing question on a point which was not made binding by the Paris tribunal, and it was claimed that this action had only been taken in order to permit an unlimited and indiscriminate slaughter by Canadian vessels. As far as the protection of the seals is concerned, this is of small importance, as British ships will be ordered to Bering Sea to patrol against poachers, and to use every effort to carry out the Paris award and the British law based thereupon. The only difference in the present instructions from those of the previous year is that the open possession of arms will no longer be taken as *prima-facie* evidence of illegal sealing. The British law founded on the Paris award does not forbid the open carrying of guns, while that of the United States, which is deemed by the authorities of Great Britain to have gone beyond the Paris decision, makes such possession of arms *prima-facie* evidence of sealing. The British regulations for 1894 yielded to a certain extent to those of the United States. This year, however, the British law will be strictly adhered to, the theory of the authorities being that the Paris arbitrators had the amplest means of providing against the extermination of the seals, and that the award properly executed will give full protection.

The result of these different interpretations will certainly cause trouble, and, whatever the result, it cannot be other than humiliating to the American Government. If Canadian sealers are intercepted for carrying arms contrary to the American law, further claims for damages will be instituted. If these seizures are not made, it will have the appearance of a compulsory recognition of rights not hitherto accorded the Canadians. Either horn of the dilemma will be unpleasant to the American grasp, and by far the worst feature of the matter is the fact that the American sealer will be given another forcible illustration that the flag of his country is a very poor banner for a sealer to sail under. This singular state of affairs was first brought to public notice with the seizures of 1887 and 1888. The master and owner of the *Alpha*, as well as those of other American schooners captured and taken to Sitka, were left penniless hundreds of miles from civilization, and after release from custody made their way back to their native land expecting to receive justice. It is still due them. No influential nation appeared at Paris to plead their cause, and their claims for damages lie yellow and dusty in the pigeon-holes of the department at Washington. The ultimate result of such an unfair policy will be the driving of the few remaining American sealers to the protection of the British flag.

Every year reports are circulated concerning the great decrease in the size of the seal herds, and, in the face of this, each season shows a greater catch. The United States Government yearly presents an array of figures showing that the seals are disappearing from the Pribilof Islands; but at the same time they are reported in immense herds in other portions of the Pacific, indicating that the fur seal is in no immediate danger of extinction. It has cost in the neighborhood of a million dollars each season to maintain the Bering Sea fleet, and the good results have not been proportionate. In an interview published in the Seattle *Post-Intelligencer*, Mr. Sheldon Jackson, who has spent several years in Alaska as an agent of the United States, recommended the killing of all the seals on the islands by the Government. Mr. Jackson is reported as saying: "I favor such a policy, and it is the only way that our Government will ever get anything out of it. At present it costs about $1,000,000 a year to keep a fleet of vessels in northern waters, and what recompense do we get? I stated while I was in Washington City that it would be the best move we could make to have every seal killed off this season. If that were done, the Government would have a lot of money turned into the treasury; but, if things go on as they have been going on for a long time, the Canadian poachers will have every seal, and we will have what—why simply a big hole in the treasury. It is an actual fact in my mind that we are pursuing a wrong course in this matter, and, while I don't believe that the advice I give will be followed, I do believe that it would be the only correct thing to do. It is not the American poachers that we have to fear so much, but the Canadians. If an American vessel is caught poaching, she is seized, and the American Government does not pay her owner any indemnity; but, if the American fleet seizes a British vessel, we confiscate it, and by an international court the owners are awarded damages. Consequently you will find that Americans go north and employ British boats to poach for them. I have been in Alaska for a good many years, and during the past six years have noticed a remarkable decrease in the herds on the Pribilof Islands. No; I believe that the suggestion I have made will not be put into effect, because somehow I feel that the American people—my people—have not sense enough to do it. You can rest assured, however, that the British will look after their interests, as they always do."

It is hardly probable that the United States would succeed in exterminating the seals in a single season, even were such a foolish method of procedure adopted, and both Canadian and American sealers, with rare exceptions, have always obeyed the law where its interpretation was the same by both nations. Russia stands in readiness to assist, and the matter of protecting the seals and perpetuating the industry is far from difficult if each country interested would accord to others the same rights expected and enjoyed by itself. Preliminary to such an international agreement, it would be very appropriate for the United States to liquidate its indebtedness caused by the confiscation of the private property of the Canadians, and, when this is done, extend a similar courtesy to its own citizens.



SEALERS OF THE NORTHWESTERN FLEET.

Acker, F., hunter schooner *Annie E. Paint*, San Francisco.

Allen, George, hunter schooner *Francis M. Smith*.

Allen, Capt. John, schooner *Francis M. Smith*, Victoria.

Anderson, A., hunter schooner *Dora Siewerd*, Victoria.

Anderson, Herman, boatsteerer, Victoria.

Anderson, J. W., master of schooner *Viva*, Victoria.

Anderson, Theodore, mate on sealing schooners, Victoria.

Anfindsen, John, hunter, Victoria.

Archinbult, O. K., hunter schooner *Ocean Belle*, Victoria.

Backe, Ole, hunter schooner *Ocean Belle*, Victoria.

Bamwell, Henry, master of steamer *Enterprise*, Port Townsend, was formerly engaged on the schooners *Thornton*, *Annie Beck* and *Grace*.

Barker, G. N., mate, Victoria, has been sealing out of that port since 1887 on the *Viva*, *Favorite* and others.

Barron, Charles, hunter schooner *Penelope*, has been sealing out of Victoria since 1885.

Beck, W. F., hunter, Victoria.

Beckman, William, hunter, Victoria.

Bertrand, A. J., hunter, Victoria, has been sealing out of that port for ten years.

Bissett, A. R., master of sealing vessels, Victoria.

Bonner, John, hunter, Victoria.

Boswell, J. W., hunter schooner *Enterprise*, Victoria.

Boutilier, Joseph, steward, Victoria.

Bridger, George, hunter, Victoria.

Brown, G. D., master of sealing schooners, Victoria.

Brown, Henry, hunter schooner *Libbie*, Victoria.

Brown, Thomas H., hunter, Victoria.

Buchanon, Capt. James, sealer, Victoria.

Burke, Joseph, hunter schooner *Francis M. Smith*, Victoria, began sealing on the *Pathfinder* out of Victoria in 1893.

Burns, Edward, hunter, Victoria.

Burt, James, hunter schooner *Mermaid*, Victoria.

Byers, D., hunter, Victoria, commenced sealing out of that port in 1890 on the schooner *Geneva* and was afterward on the *Mascotte* and *Theresa*.

Campbell, Daniel, master schooner *Sadie Turpel*, Victoria.

Campbell, Harry, boatsteerer schooner *Agnes McDonald*, Victoria.

Cantillion, Capt. Edward, sealer, Seattle, Wash., has been engaged on the *Mollie Adams*, *Oscar and Hattie* and *Ainsworth* as captain, and on the *Carlotta G. Cox* and *Henry Dennis* as hunter.

Carlson, John, hunter schooner *Otto*, Victoria.

Carpenter, J. C., mate on sealing schooners, Victoria.

Carter, William, hunter, Victoria.

Cessford, George W., hunter, Victoria.

Chinn, G. R., boatsteerer, Victoria.

Christian, Milton, hunter, Victoria.

Churchill, Herbert, hunter, Victoria, came to the Coast on the *Francis M. Smith*.

Cole, Jordan, hunter, Victoria.

Collier, John, mate on schooner *Brenda*, Victoria.

Conlon, P. C., hunter schooner *Umbrina*, Victoria.

Conn, Robert, hunter, Victoria.

Connell, Michael, boatsteerer, Victoria.

Conrads, William, hunter, Victoria.

Copeland, O. A., hunter, Yaquina, Or., has been engaged on the *C. G. White*, *Penelope* and *Louis Olsen*.

Coveney, Samuel, hunter, Victoria.

Crocker, Henry, hunter, Victoria.

Crockett, Ezekiel, master of schooner *Ainsworth*, Seattle, Wash., has been engaged in sealing on the coast for six years. He served on the schooners *Mollie Adams*, *Edward Webster*, *Mattie T. Dyer* and *Ainsworth*, and has been master of the latter vessel for the past two years.

Crowdy, Robert, mate on sealing vessels, Victoria.

Cummings, Thomas, hunter, Victoria.

Dahlberg, Charles, master of sealing vessels, was born in Sweden in 1865. He began sealing out of Victoria in 1887 on the *Triumph*, was afterward on the *C. H. Tupper* and *Adele* as hunter, has recently been master of the *W. P. Sayward*, and was also engaged on the *Aurora* and *Enterprise*.

Darritt, William, hunter, Victoria.

Dasey, Thomas, mate on sealing schooners, has been sailing out of Victoria since 1887. He was one of the crew of the bark *Sarah*, wrecked at Carmanah Point.

Davis, Henry, mate on sealers, Victoria.

Day, James, steward, Victoria.

Dayton, Benjamin, hunter, Victoria.

Decker, Capt. A. O., Seattle, Wash., was born in Maine in 1854 and sailed for several years out of Gloucester on fishing schooners. He came to Seattle in 1887, built the sealing schooner *George R. White* in 1889, and went as master of her for one season. He then shipped as hunter on the *Annie C. Moore* of Victoria, and in 1891, in connection with Captains Crockett, Abbott and Winston, constructed the schooner *Ainsworth*, which they are still operating, alternating in command.

De Lisle, G. J., hunter, Olympia, Wash.

Dorsey, Thomas, sealer, Victoria, has been engaged on the *Carmolite*, *Fawn* and others.

Dougeal, C., hunter schooner *Katherine*, Victoria.

Douran, Henry, hunter, has been sailing out of Victoria for twelve years, and was one of the crew of the *Willlie McGowan*, seized by the Russians off Copper Island.

Ebmeier, W., sealer schooner *Saucy Lass*, Victoria.

Eden, Edward, mate on sealing schooners, Victoria.

Ellis, Amos, mate and master of sealing vessels, was in the employ of Spring & McKay for several years and has been master of the *Winnifred*, *Mascotte*, *Sierra* and others.

Erkson, Harry, sealer, Victoria.

Etzel, Louis L., hunter, Seattle, Wash.

Evans, John, sailing master, Victoria, has served in different capacities on the *Annie C. Moore*, *Pathfinder*, *Sea Lion*, *Carmolite*, *Otto*, *Arietes* and *Umbrina*.

Everett, T. T., sealer, Vancouver.

Farley, P. J., hunter, Victoria, came to the Coast in 1890. He was first engaged on the *Ocean Belle* as boatsteerer, the following season was hunter on the *Favorite*, and has recently been employed on the *Penelope*.

Fenley, Thomas, hunter, Victoria.

Ferrel, James, boatsteerer, Victoria, has been sealing out of Victoria for six years.

Fillmore, Albert, Victoria, master mariner, was born in New Brunswick in 1858 and began sealing on the old schooner *Mary Ellen* on her first trip to Bering Sea. He is at present connected with the *Arietes*. He fitted out the *Jessie* at New Brunswick and brought her around the Horn. In 1891 Captain Fillmore fitted out the *Ethel* in San Francisco, took her to Bering Sea, where she was seized and confiscated.

Foley, N., master of sealing schooners, Victoria.

Garner, Thomas, hunter, Portland, Or., commenced sealing on the *C. H. Tupper* in 1889. For the past three seasons he has been on the schooner *Umbrina*, his record in 1893 being 463 skins, and 453 in 1894.

Genge, George, boatsteerer and hunter, Victoria.

Gerow, A., hunter, Victoria.

Glawson, F. A., hunter, Victoria, has recently been on the *Ocean Belle*.

Gowdy, Edward, hunter, Victoria.

Grant, C., hunter, Victoria.

Griffin, A., hunter, Victoria.

Griffith, T. H., mate and master of sealing schooners, Victoria.

Gundasen, S. T., hunter, Victoria.

Gunner, M. A., hunter schooner *Agnes McDonald*, Victoria.

Haake, John H., hunter, Victoria, has been engaged on the *Mary Ellen*, *Walter L. Rich*, *Ocean Belle*, *Walter A. Earle* and *Oscar and Hattie*.

Hallgan, William, hunter, Victoria.

Ham, William, hunter, Victoria.

Hansen, J. G., master mariner, Victoria.

Hardiman, Samuel, hunter, Victoria.

Harris, Edward, hunter schooner *Mermaid*, Victoria.

Harris, Samuel, boatsteerer, Victoria.

Harrison, James, mate on sealing schooners, Victoria.

Hawkins, James, hunter, Victoria.

Heffernan, G., hunter, commenced sealing out of Victoria in 1890 as boatsteerer on the *Carmolite* and was afterward hunter on the *Geneva, Umbrina, Viva* and *Penelope*.

Hendy, Robert, hunter, Victoria.

Hennebery, William, hunter, Victoria.

Henson, J. W., hunter, Port Orford, Or., has been engaged on the schooners *Mary Ellen, Annie, San Diego, Olympia, C. G. White* and *Herman*.

Howard, George F., steward, Victoria.

Hughes, Charles, steward, Victoria.

Hughes, H. V., master of sealing vessels, Victoria, was born in Digby, Nova Scotia, in 1864. He has been sailing out of Victoria since 1891 and has recently been connected with the schooner *Mary Ellen*.

Hughes, J. G., hunter, Seattle, Wash.

Hughes, William, boatsteerer.

Hunter, Thomas, hunter, Victoria.

Inglish, William, hunter, Victoria.

Irvine, William C., hunter, Victoria.

Jacobsen, Henry, hunter, Victoria.

Jennings, Arthur, boatsteerer, Victoria.

Jipi, G., hunter, Victoria.

Johnson, August, hunter schooner *Louis Olsen*, Victoria.

Johnson, Charles, hunter, Victoria.

Johnston, J. W., hunter, Victoria.

Karl, Harry, hunter, engaged in deep-water sailing until 1881, when he came to Victoria and joined the *Mermaid*.

Keefe, Michael, master schooner *Fawn*, Victoria, has been in the sealing business out of Victoria since 1887.

Kelly, P. J., sealer, San Francisco, was formerly mate on the ship *Oriental*, running between San Francisco and Tacoma, for several years. He has recently been connected with the schooners *Walter L. Rich* and *Umbrina*.

Kieson, Hans, boatsteerer, Victoria, has been engaged on the schooners *Bessie Rutter*, *Ocean Belle*, *Favorite*, *Vera* and *Penelope*.

Kingston, Joseph, boatpuller, Victoria.

Knapp, J. M., hunter, Victoria, has been connected with the *Penelope*, *W. P. Sayward* and *Henry Dennis*, and was on the latter vessel when she was wrecked near Hakodate.

Knox, William, hunter, Victoria.

Landry, C., boatsteerer, Victoria.

Larson, Hans, hunter, Victoria.

Lawrence, Capt. Thomas, was born in Halifax in 1856 and when a boy commenced sailing in the South American and North Atlantic trade, remaining there for eleven years. He came to the Pacific Coast in 1886, bringing a sealing schooner around from Halifax. He was engaged in sealing with the *Mary Ellen* in 1886 and 1887, and was afterward employed on the steamer *Yosemite*, going from her to the old steamer *Pilot*, of which he was master for eighteen months. His next service was on the steamer *Earle*.

Le Blanc, Charles S., master of sealing schooners, Victoria.

Le Blanc, E. C., mate and master, Victoria.

Lee, Christ, sealer, Victoria.

Lee, Capt. W. H., owner of sealing schooner *George W. Prescott*, built at Irondale in 1893.

Leer, Charles, hunter, Victoria.

Lewis, D. A., hunter, Victoria.

Lind, Albert, boatpuller, Victoria.

Linton, A., boatbuilder, Vancouver, B. C.

Locke, Samuel, mate on sealing schooners, Victoria.

Lodge, Albert, hunter, Victoria.

Loo, Albert V., steward, San Francisco.

Lovoie, William, hunter, Vancouver, B. C.

Lund, Harry, hunter, schooner *Brenda*, Victoria.

Lynan, Edward, mate on sealing vessels, Victoria.

Lynch, James H., hunter, Victoria.

Magnesen, Theodore M., master of sealing schooners, Victoria.

McCall, John, hunter schooner *Pioneer*, Victoria.

McCauley, D. G., master of sealing schooners, Victoria, was born in Cape Breton in 1857 and has been sailing out of Victoria for the past six years. He has recently been connected with the *Beatrice*.

McKay, J., boatsteerer, Victoria.

McNeil, John, boatpuller, Victoria.

McNeill, E. H., hunter, Victoria.

McNiel, Daniel, boatpuller, Victoria.

Merlin, Daniel, hunter, Victoria.

Meyers, James, master of schooner *Geneva*, has been sealing out of Victoria since 1891.

Montgomery, Thomas, sealer, Victoria.

Moore, William, hunter, Victoria.

Morris, John, Victoria, master mariner, was born in Wales in 1847 and began going to sea when he was nineteen years old. His first sealing vessel was the old *Black Diamond*. He has also commanded the schooners *Onward* and *Alfred Adams*, and one season took out the Seattle schooner *Seventy-six*. He is at present interested in several sealing schooners.

Morrow, L. W., hunter, Victoria.

Moss, Andrew, boatpuller schooner *Viva*, Victoria.

Murray, H., hunter, Victoria, has been sailing out of that port since 1889.

Neilson, L., hunter, Victoria.

Nelson, Charles H., hunter, Victoria.

Nelson, George, hunter, Victoria.

Nelson, John, boatpuller, Victoria.

Nelson, N. P., hunter, Victoria.

Newson, R. W., steward, Vancouver, B. C.

Nicholson, Charles, hunter and mate on sealing schooners, Victoria.

Niles, George J., boatsteerer, Victoria.

Nisbet, William, hunter, Victoria.

Norlin, Charles, hunter, Victoria.

Oleson, Charles, steward, Victoria.

Oleson, Martin, hunter, Victoria.

Olsen, Andrew, hunter, Victoria.

Patterson, W., hunter, Victoria.

Penny, Capt. J. L., owner of sealing schooners, Victoria.

Peterson, P., hunter, Victoria.

Petrie, P. J., hunter, Victoria.

Pike, Charles, hunter, Victoria.

Pike, Mark, master of schooner *City of San Diego*, Victoria.

Power, Thomas, hunter, Victoria.

Prevost, James C., Victoria, was born in Hampshire, England, in 1845, and is a son of the late Admiral Prevost of the British Navy. He built the steam wrecker *Mascotte* and also owned the sealing schooner *Ariel*, which Captain Bucknam brought around the Horn.

Ramlose, Emil, hunter, Victoria.

Reppen, August, master of sealing vessels, Victoria.

Rigby, H., hunter schooner *Katherine*, Victoria.

Riley, Edward, boatsteerer, Victoria.

Risser, J. F., mate on sealing vessels, Victoria.

Robbins, E. F., master of sealing schooners, Victoria.

Roholm, A., hunter schooner *Sapphire*, San Francisco.

Ryan, J. N., hunter, Victoria.

Sampier, James, hunter schooner *Mary Ellen*, Victoria.

Scholander, Anthony, hunter, Victoria.

Schweickhardt, A., hunter, Victoria.

Shephard, William, hunter, Victoria.

Siteman, James, mate on sealing schooners, Victoria.

Smith, Harry, hunter. Victoria.

Smith, J., hunter schooner *Pioneer*, Victoria.

Somerton, Fred, hunter, Victoria.

Spencer, R. B., hunter, Victoria.

Spencer, Robert, hunter, Victoria.

Steele, Capt. John, was born on Prince Edward Island in 1858, and began sealing as master of the schooner *Penelope* in 1888. In 1890 he was master of the *Theresa* and in 1891 of the *Ainoko*. He retired from sealing in 1892 to go as mate and pilot on the *Barbara Boscowitz*, where he remained until 1893, when he took charge of Porter's wharf. He resides at Victoria.

Stickland, Thomas, boatsteerer, Victoria.

Tacnicke, W., hunter, Victoria.

Thorsen, John, hunter, Victoria.

Vincent, William, hunter, Victoria.

Wadden, Patrick, boatpuller, Victoria.

Walker, Donald, shipbuilder, Victoria.

Wallace, George S., hunter, Seattle, Wash.

Walsen, Charles, boatsteerer, Victoria.

Warren, Fred, hunter, Victoria.

Wells, John, hunter, Victoria.

West, James, boatsteerer, Victoria.

Whidden, A. B., master of sealing vessels, Victoria, was last in charge of the schooner *Rosie Olsen*, remaining with her until she was wrecked.

White, Anthony, boatpuller, Victoria.

Whitney, B. B., master of sealing schooners, Seattle, Wash.

Whyman, N., hunter schooner *Agnes McDonald*, Victoria.

Williams, Robert, hunter, Victoria.

Wilson, Fred, hunter, Victoria.

Wilson, George, hunter, Victoria.

Winston, Grant, hunter, Seattle, Wash.

Wright, H. E., hunter schooner *Mermaid*, Victoria.

Young, John, hunter, Victoria.

MARINE MEN ENGAGED IN THE WATERS OF THE NORTHWEST.

Aak, Richard, engineer, Ballard, Wash.

Abel, Charles, mate and master on sailing vessels, San Francisco.

Abro, G., steward, San Francisco.

Acton, Henry, Vancouver, B. C., fifth assistant engineer of steamship *Warrimoo.*

Adams, Herbert, engineer, Port Townsend, Wash., was born in Maine in 1866. He came to the Pacific Coast in 1876, his first work being on the steamship *George W. Elder.* He was also chief engineer of the *Wilmington* when she burned on the Willamette River, and was afterward on the steamer *Willapa.*

Alexander, John, shipbuilder, Seattle, Wash.

Allen, Capt. C. E., San Francisco, was born in Sweden in 1857 and began sailing out of the ports of that country in 1871. He ran in the deep-water service until 1879, when he came to the Pacific Coast and joined the steamship *Salinas.* He subsequently served as third, second and first officer on several steamships of Goodall, Perkins & Co's line, and about 1889 was given command of the steamer *Point Arena.* In 1891 he took charge of the *Crescent City*, which he still commands.

Allen, Capt. James G., was born in New Jersey in 1839, began his marine service in 1853 on the Delaware River, was afterward on various sailing vessels as seaman and mate, and on the Boston and New York packets. He made a voyage to the Pacific Coast in 1856 on the ship *Empress of the Seas*, but returned East on the ship *Sea Nymph.* He arrived at San Francisco again in 1864, but did not go north until 1869, when he reached Yaquina Bay on the schooner *William Ireland.* Since that time he has been in command of the schooners *Elnorah, Carolita, Alice Kimball* and *Emma Utter* in the coast trade, and is at present running to Coos Bay and the Umpqua and Columbia rivers.

Allen, Samuel W., engineer, Seattle, Wash., is a native of New York and has been engaged in the marine business for eighteen years, most of the time on the Great Lakes and on Pacific Coast steamers. His first work on the Sound was with the steamer *Celilo* in 1888.

Allisen, William, mate on sailing vessels, has been sailing north from San Francisco since 1882 and for the past four years has been second mate of the bark *C. B. Kenney.*

Allyn, Julius, master and pilot, Portland, Or.

Alyward, James, engineer, Portland, Or.

Ames, Capt. C. W., is a native of Maine and came to the Pacific Coast with the steamer *City of Seattle*, on which he was engaged for several years. When the Northwestern Steamship Company was organized he was given command of the new steamer *Rosalie* on the Victoria route.

Amy, Capt. A. H., Blaine, Wash., was born in England in 1838 and came to Victoria in 1860 on the bark *Speedwell.* He was employed in the coasting trade for about twenty years and since 1880 has been running sloops on the Sound.

Anderson, Capt. A., was born in Denmark in 1861 and began sailing on the Pacific Coast on the brig *Arago* in 1881. He has recently been connected with the *C. B. Kenney.*

Anderson, A., mate on schooner *Nettie*, San Francisco.

Anderson, A., mate, was born in Sweden in 1857 and has been coasting north from San Francisco since 1883.

Anderson, A. M., engineer, Hoquiam, Wash., was born in Norway in 1862. On coming to this country he was engaged for a short time on the Columbia River in 1886 and then went to Gray's Harbor, where he entered the employ of the Northwestern Mill Company, serving with them since as engineer on their steamers.

Anderson, Andrew, mate on sailing vessels, was born in Norway in 1866 and has been sailing north from San Francisco since 1887.

Anderson, Anton, engineer, was born in Sweden in 1851 and came to San Francisco in 1871. He went to Puget Sound in 1875, where he worked as deckhand and fireman on the steamers *Blakely, Nellie, Zephyr, North Pacific* and *Alida.* About 1880 he arrived on the Columbia River, where he worked as fireman and second engineer on a number of the Oregon Railway & Navigation Company's boats, and as chief engineer on the steamers *Altona, Ramona* and *Elwood*, having been on the latter for the past two years.

Anderson, C., mate on coasting vessels, San Francisco.

Anderson, Anton M., engineer, Hoquiam, Wash., has been engaged on the steamers *Rustler, Edgar* and *Typhoon.*

Anderson, C. O., master of sailing vessels, San Francisco, has been sailing out of that port since 1877. He has had command of the ship *Southern Chief*, barks *Memnon* and *Sonoma*, and schooner *Meta.*

Anderson, Edward, mate, San Francisco.

Anderson, Frank, mate on sailing vessels, began on the Pacific Coast in 1883 and has since sailed on a number of well known coasters.

Anderson, Frank, mate, was born at sea in 1851 on a pilot schooner in the Gulf of Bothnia. He came to the Pacific Coast in 1864 and has been coasting north most of the time since. He was for eleven years mate on the bark *Tidal Wave*, and has recently been connected with the bark *Mercury* in the same capacity.

Anderson, Harry E., San Francisco, steamship purser, has been employed on the *Arago* and *Arcata* on the Coos Bay route for the past two years.

Anderson, Capt. J., was born in Norway in 1868, commenced sailing out of San Francisco in 1885, and is at present master of the schooner *Theresa.*

Anderson, J. J., mate, Portland, Or.

Anderson, J. W., engineer, was born in Sweden in 1857 and learned his trade in the old country, coming to the Pacific Coast on the steamship *Santa Rosa* in 1882. On arrival he spent two years on a whaling expedition to the Arctic, joining the steamship *City of Puebla* on his return, where he remained three years as first assistant. He then joined the steamship *Caspar* as chief for a few months, leaving her to accept a position on shore with the Merchants' Cold Storage Company.

Anderson, James, purser in the service of the Columbia & Kootenai Steam Navigation Company, Nelson, B. C.

Anderson, John, engineer, has been on the Columbia River since 1864, where he began on the steamer *Spray* with Capt. J. H. D. Gray. In 1865 he was on the *Nez Perce Chief* with Capt. Charles Felton, and in 1866 on the *Yakima* with Capt. E. F. Coe. He continued running on all of the steamers of the Oregon Steam Navigation Company's fleet in connection with Captains Stump, Holmes, Sampson, Pingston, Troup, Wilson, Baughman and others. He is at present engineer on the Oregon Railway & Navigation Company's boats running out of Portland.

Anderson, John, master, Seattle, Wash., was born in Norway in 1855 and has been engaged in steamboating on Puget Sound since 1888.

Anderson, John, surfman life-saving station, Bandon, Or.

Anderson, John Alfred, mate on sailing vessels in the coasting trade, has been sailing out of San Francisco since 1886.

Anderson, Capt. K., San Francisco, was born in Norway in 1847 and commenced coasting out of San Francisco in 1880. He was first in command of the schooner *Amethyst*, going from her to the *Eureka, Albion, May Flower, Alvina* and *Orion*, and is still in command of the latter.

Anderson, M., mate of sailing vessels, has been coasting north from San Francisco since 1884. He has recently been engaged on the *C. B. Kenney.*

Anderson, M., mate of the barkentine *C. C. Funk*, San Francisco.

Anderson, Max, mate on sailing vessels, San Francisco.

Anderson, Olof B., master and pilot, Seattle, Wash., has been steamboating on the Sound since 1889, and recently has had charge of the *Quickstep* on Lake Washington.

Anderson, Olof, mate, was born in Norway in 1860 and came to the Pacific Coast on the *Seminole* in 1871. On arrival he began running coastwise, since then has run as mate on the *Bonanza, Bertha Dolbeer, Talbot, Levi G. Burgess, Ivy* and *Louise*, and is now sailing in that capacity on the latter vessel.

Anderson, Peter, engineer, was born in Denmark in 1861 and came to the United States in 1878. He served on Atlantic steamers until 1882, when he came to the Pacific Coast. He was first engaged on the steamer *Sardonyx* as fireman, was next first assistant on the *Coos Bay*, then served on a tugboat of the Red Stack line for ten years, and is at present chief of the tug *Active.*

Anderson, Swan, ferryman, Fir, Wash., was formerly with the steamers *Skagit Chief* and *Glide.*

Anderson, Peter, mate, Victoria, B. C.

Anner, Albert, mate, Seattle, Wash.

Apollon, Edgar, steward, San Francisco.

Arbuckle, Matthew, engineer, Victoria, B. C.

Ardendel, R. A., first officer steamship *Warrimoo*.

Arey, Capt. T. R., Port Hadlock, Wash., began sailing in the coasting trade in 1865 and is at present master of the barkentine *J. M. Griffith*.

Arff, Fred, master of the schooner *Maid of Orleans*, has been sailing out of San Francisco since 1878.

Arff, Capt. Fred T., Aberdeen, Wash.

Armstrong, J. F., engineer, Wenatchie, Wash., commenced steamboating on Puget Sound in 1889. He has served on the steamers *Buckeye*, *Iola*, *Wasco*, *Mame*, *Alta* and *Tolo*, and in 1893 went to the upper Columbia, where he has since been engaged on the steamers *City of Ellensburg* and *T. L. Nixon*.

Ashworth, Richard, engineer, Snohomish, Wash., was first engaged in the Northwest in 1883 on the steamer *Bee*. He has recently been running on the steamer *Katherine*.

Asmussen, M., mate, was born in Germany in 1869 and has been sailing north from San Francisco for seven years, most of the time on lumber vessels. He has recently been engaged on the *Sadie*.

Astredo, J. C., purser, Port Townsend, Wash., is a native of San Francisco and has been running north on coasting steamships since 1885. He was purser on the steamship *Idaho* when she was lost on Race Rocks.

Austin, Harry J., purser steamer *Joan*, Victoria, B. C.

Averill, W. C., ship-carpenter, was born in Maine in 1814 and began working at his trade in the Northwest in 1867. He died at Steilacoom in 1894.

Axelson, Capt. Charles, Nanaimo, B. C.

Babbe, Capt. Frank, Arlington, Or., was born in Germany in 1862. On coming to the Pacific Coast he was engaged until 1885 on sailing vessels out of San Francisco, then went to the upper Columbia, and for several years has had charge of the ferry steamer *Alkali* at Arlington.

Babbidge, Capt. Wilbur W., was born in Astoria in 1871. His first steamboating was on the *Dixie Thompson* in 1886, and he has since had command of the *City of Astoria*, *R. Miler*, *Grace*, *Alarm* and *Electric*, being a part owner in the latter steamer. He is a son of Capt. John W. Babbidge and a thorough steamboatman.

Babbington, Capt. James Boyle, Vancouver, B. C., was born in Ireland in 1841 and commenced his marine service at Liverpool, England. He ran for several years on sailing vessels and was then for ten years chief officer in the Inman line. Returning to sailing vessels, he was four years master in the African trade, and a similar length of time in the China and San Francisco traffic. He came to Burrard's Inlet in 1886 and purchased a tug, which he is still operating.

Babbington, Capt. Thomas, Victoria, B. C., was born in Liverpool, England, in 1846. He has been connected with the marine business for thirty-two years and was for several years pilot of deep-water ships in the Victoria district.

Babcock, James, mate, New Westminster, B. C., was born in Newfoundland in 1865 and has been engaged in British Columbia waters since 1887.

Baldwin, W. L., engineer, Ballard, Wash.

Bale, A. J., mate, Gig Harbor, Wash.

Ball, C. D., master and pilot, Tacoma, Wash.

Ballard, W. L., purser, Tacoma, Wash.

Balmanno, Andrew, mate and pilot, was born in Geneva, N. Y., in 1840. He entered the employ of the Oregon Steam Navigation Company in 1872, ran on their steamers for several years, was mate on the *Shoshone*, and was with her when she came over the Cascades. He is now living in Portland.

Banks, Henry, engineer, was born in London in 1853 and came to the Pacific Coast on the steamship *Abyssinia* in 1887. On arrival he joined the tug *Alexander*, on which he served for two and a half years. He was afterward second engineer on the *Isabel* and served on a number of other well known British Columbia steamers. He has recently been engaged on the *Earle*.

Barey, Capt. John J., Seattle, Wash.

Barlow, Capt. George W., Tacoma, Wash., was born in Michigan in 1842. He was first interested in steamboating on the Columbia River on the steamers *Eagle*, *Ranger*, *Webfoot* and *Washington*. He has also run on the steamers *Eliza Anderson*, *City of Quincy* and *Bailey Gatzert*, and is at present on the *Skagit Chief*.

Barrett, John, Victoria, B. C., now of the British American Canning Company, was formerly in the fishery and marine service.

Barnason, Capt. John, ship broker, Port Townsend, Wash.

Barnes, Walter, steward steamship *Comox*, Vancouver, B. C.

Barry, Capt. John J., Victoria, B. C., was born in Newfoundland in 1838 and came to Victoria in 1886. For the past two and a half years he has been master of the steamer *Sadie*.

Bash, William, shipping commissioner, Port Townsend, Wash.

Bates, Frank S., secretary of the Washington Board of Pilot Commissioners, Ilwaco, Wash.

Baxter, Robert, engineer, Seattle, Wash.

Beale, Henry D., engineer, New Westminster, B. C.

Beamis, E. P., purser steamship *Columbia*, San Francisco.

Beard, Capt. Albert E., was born in Council Bluffs, Iowa, in 1857. He came to the Columbia River in 1874, began running on small steamers out of Astoria, and since then has been employed on nearly all of the small steamers running out of that port. He served for five years on the *Electric*, and was also for a long time on the *Argonaut*, *Chinook* and *Edith*.

Beaton, W., mate, San Francisco.

Beck, Capt. H., was born in Denmark in 1843 and came to the Pacific Coast in 1866. In 1868 he was master of the schooner *Lizzie Adams*. He had charge of the sealing schooner *Seventy-six* in 1873, has since been connected with various steamers, and is at present master and part owner of the *Newark*.

Beck, Capt. J. C., was born in Denmark in 1841 and came to the Pacific Coast in 1870. He has been master of coasting vessels for over twenty years, during the last three of which he has had charge of the schooner *Monterey*.

Beebe, Charles F., Portland, agent for Sutton & Beebe's dispatch line of sailing vessels between Portland & New York.

Beetham, E., second officer *Empress of Japan*, Vancouver, B. C.

Behrens, H., master of sailing vessels, has been sailing on the Pacific Coast since 1869.

Bell, George W., master and pilot, Astoria, Or.

Bellamore, C. L., engineer, Seattle, Wash., was born in Michigan in 1854 and commenced his marine career on the Great Lakes. He came to Seattle in 1889 and joined the tug *S. L. Mastick* as chief for two years. He afterward served in the same capacity on the *R. P. Elmore* of Astoria for a year, on the *Rainier* of Seattle for the same length of time, and is at present second assistant on the whaleback *City of Everett*.

Bellew, J. W., engineer, was born in Missouri in 1861 and commenced steamboating on the *Clatsop Chief* on the Willamette in 1882. His first position as chief engineer was with the *Ramona*, and he has since been engaged on the *Maria*, *Salem* and *Altona*.

Belloir, George M., engineer, Olympia, Wash., was born in New York in 1850. He has been steamboating on Puget Sound for several years, most of the time in the employ of the Willey Steamboat Company.

Bendegard, M., master, Oakland, Cal., was born in Denmark and has followed the marine business for thirty-six years. He was first connected with the schooner *Caroline* and is at present master of the steamer *Signal*.

Benham, Capt. Arthur, Hoquiam, Wash., was born in Minnesota in 1866 and has been steamboating on Gray's Harbor for the past six years.

Benneche, O. F., mate, was born in Norway in 1862 and has been sailing out of San Francisco since 1879, most of the time on vessels in the coasting trade.

Bennett, J. J. mate and master of sailing vessels, was born in Maine in 1853. He has been engaged on the Pacific Coast since 1886, and was master of the ship *Ericcson* in 1893 when she was lost at Barclay Sound. He has recently been running as first officer on the bark *Oregon*.

Bennett, Capt. John T., Oak Bay, Victoria, B. C., a retired master mariner, was born at St. Stephen, N. B., in 1835, and began sailing out of St. John's in 1853. He has followed the sea but little in the Northwest.

Bennett, Richard, shipbuilder, Victoria, B. C.

Benson, George E., mate, Snohomish, Wash.

Bergman, Capt. Charles E., Everett, Wash., was born in Sweden in 1855. He has been steamboating on Puget Sound since 1879, and is at present in charge of the *Mikado*.

Berlie, Frank, mate on sailing vessels, has been running out of San Francisco since 1877.

Berry, Charles Gordon, chief engineer of steamship *Cutch*, Vancouver, B. C., was born in Scotland in 1859 and has been connected with the marine business in various parts of the world for twenty years.

Bertrand, A. M., Portland, Or., mate on river steamers, was born in Butteville, Or., in 1853.

Bertelsen, Morris, mate, has been coasting north from San Francisco for twenty years, and has recently been engaged on the barkentine *North Bend*.

Bessing, J. J., engineer, was born in France in 1855, and came to the Pacific Coast in 1875. He was machinist on the United States steamer *Hassler* for three years and was afterward on the *Santa Rosa* as oiler, water-tender and third and second assistant. He subsequently served as first assistant on the *Crescent City*, *Mackinaw* and *Excelsior*, and as chief on the *Noyo* and *Lakme*. He resides at Berkeley, Cal.

Betts, W. A., river pilot, Portland, Or.

Beutzien, Capt. Charles, master of dredge *Anaconda*, Tacoma, has been engaged with the Bowers Dredge Company for the past six years.

Bierseth, Nicholas, engineer, Seattle, Wash.

Biggs, Albert E., engineer, Seattle, Wash., was born in New Brunswick in 1864. He commenced his marine work in the Northwest on the steamship *Ancon* in 1888 and was afterward on the *Evangel*, *Willapa*, and a number of other well known steamers.

Billings, Grant, engineer, Olympia, Wash.

Binns, S. C., assistant purser of steamship *Empress of India*, Vancouver, B. C.

Bird, Edward, engineer, began his marine career on the Pacific Coast in 1875 after working four years at the Risdon Iron Works, San Francisco. He served in various capacities on the steamships *Orizaba*, *Idaho* and *State of California* until 1883, when he received his license and joined the tug *Ethel and Marion* as chief engineer. He was chief of two or three other tugboats and then remained ashore for about four years, when he went back to the water as first assistant on the *Celia*, *Cosmopolis*, *Westport*, *Arago* and *Navarro*. He was chief of the latter vessel for a short time and about a year ago was appointed to the same position on the *Newsboy*, in which capacity he is still running.

Bird, F. W., engineer, Seattle, was born in New York in 1848 and began steamboating in the Northwest on the *Maria Wilkins*. After leaving the Columbia River he followed his profession as engineer on a number of Puget Sound steamers.

Birkenshaw, George V., engineer, was born in England in 1856. He came to San Francisco in 1876 and has since been engaged on steamers running coastwise and on tugboats on Shoalwater Bay and Gray's Harbor. He has served on the tugs *Hunter*, *Astoria*, *Cruiser* and steamer *South Bend*, and has recently been employed on the steamship *George W. Elder*. Before coming to the Pacific Coast he ran for two years between New York and Liverpool.

Bishop, Harry F., purser, was born in England in 1860 and has been steamboating in the Northwest since 1880. His first service was with the *Cassiar*, which he left in 1881 to enter the employ of Captain Irving, with whom he has remained continuously for nearly fifteen years, serving as purser on all of the steamers owned by the Canadian Pacific Navigation Company.

Bishop, F. E. J., steward of steamship *Tacoma*, Tacoma, Wash.

Bisset, David C., steward of *Empress of China*, Vancouver, B. C.

Bittel, John, mate on sailing vessels, commenced coasting north from San Francisco on the bark *Rival* in 1876. He has recently been engaged on the schooner *Theresa*.

Bjorn, Capt. E., was born in Denmark in 1852 and began sailing on the Pacific Coast about 1875 He ran as seaman on a number of well known coasters and as mate on the schooners *Dashing Wave*, *Liberia*, *Twilight*, *Ida Snow* and *C. B. Hayward*. He was then appointed master of the schooner *Enterprise*, which was lost off Crescent City in 1883, and has since commanded the schooners *Howard*, *Vega*, *General Banning*, *Laura Madison*, the bark *Merom*, and the four-masted schooner *Meteor*, of which he still has charge.

Black, Edwin C., San Francisco, engineer of United States lighthouse tender *Madrona*.

Blackett, Capt. J. C., was born in Nova Scotia in 1827. His first marine business was in the Newfoundland trade. He came to the Pacific Coast about thirteen years ago, but has engaged but little in the business since his arrival. He raised and repaired the bark *Connaught*, wrecked in Victoria harbor, and was also interested in the steam schooner *Triumph*. At present he is engaged in mining at Jervin Inlet, B. C.

Blackwood, E. E., agent of Puget Sound & Alaska Steamship Company, Victoria, B. C.

Blackwood, Frank E., engineer, Portland, Or.

Blair, Tudor G., engineer, was born in Gardiner, Me., and commenced steamboating on the *Etta White* in 1883. He was afterward engaged on the steamers *Belle*, *Leonora*, *Senator*, *North Pacific*, *Olympian*, *Hassalo*, *Skagit Chief*, *City of Seattle*, *Edith* and others. He retired from the water in 1894 to accept a position with the Seattle Water Works, and died suddenly a few months later.

Blanch, A. J., mate on sailing vessels, has been running north from San Francisco for twenty years.

Blanchard, H. D., purser, was born in Vancouver, Wash., in 1866. He has been in the employ of the Oregon Railway & Navigation Company on the Columbia River and Puget Sound for ten years, and has recently been engaged on the Willamette River boats.

Blekum, E., mate on Sound steamers, Seattle, Wash.

Blekum, Harold, master, Seattle, Wash.

Blinn, W. P., engineer, Port Townsend, was born in New York in 1858. His first marine work on the Pacific Coast was on the steamship *Walla Walla*, and he was afterward on the steamship *Victoria* when she was wrecked. He is at present chief engineer of the tug *Richard Holyoke*.

Bliss, Arthur, engineer, Tacoma, Wash., was born in Cleveland, Ohio, in 1865. His first marine service in the Northwest was on the Puget Sound steamer *Gypsy Queen* in 1886, and he was subsequently engaged on the *Messenger*, *Otter*, *Glide* and a number of other steamers.

Bliss, M. J., purser, Portland, Or.

Bloomsbury, J. W., engineer, Tacoma, Wash., was born in New Jersey in 1864. His first Puget Sound steamboating was on the *Goliah*. He was afterward on the *Clara Brown* and a number of other steamers.

Bloor, Arthur J., engineer, Victoria, B. C., was born in England in 1860 and has been steamboating at Victoria since 1884, where he began on the *Lottie*.

Bluhm, Gus, mate and master of sailing vessels, was born in Germany in 1848. For the past few months he has been mate of the barkentine *Omega*.

Bodman, Charles H., engineer, was born in Reading, Ohio, in 1850, and died at Spokane, Wash., February 9, 1894. He was for many years one of the best known engineers in the service of the Oregon Steam Navigation Company and followed his profession on Puget Sound and the Snake, Willamette and Columbia rivers.

Bolger, John, mate on sailing vessels, Victoria, B. C.

Bolles, Capt. Frederick. In sketch on page 134, latter part of ninth line, should read: "longer than two nights at sea on the up trip" instead of "one night at sea on the down trip."

Bollong, Capt. John S., was born in Boston in 1860. He sailed on the Atlantic Coast until 1887, when he came to Puget Sound and joined the steamer *Rainier*. He was afterward on the tugs *Queen City* and *Discovery*, and in September, 1891, took command of the tug *Tacoma*, where he still remains.

Bone, P., master and pilot, was born in Denmark. He began his marine service in the old country, but came to the Pacific Coast in 1867 and joined the steamship *Pacific* as seaman, running on her and the steamship *Pelican*, Captain Carroll, for more than two years. He then went on the tug *Fannie*, and in 1874 was mate on the tug *Mary Ann* on Humboldt Bay. He entered the Humboldt bar service, and remained there until 1890, when he accepted his present position as mate and pilot on the steamship *Humboldt*.

Bone, Stanley, electrical engineer of Canadian Pacific Railway Company's steamship *Empress of China*.

Bosselman, John, steward, San Francisco.

Bosworth, F. S., master and marine surveyor, Portland, Or.

Boughton, Capt. J., Cœur d'Alene, Idaho, was born in Wisconsin in 1861 and worked for a short time on the Mississippi River. He came to Cœur d'Alene in 1883 and is at present master and owner of the steam launch *Edna*.

Bourne, Ulysses, engineer, was born in Marin County, Cal., in 1870 and is at present engaged on the steamer *Etta B.*

Bowden, Capt. C. E., was born in New Zealand in 1854. He sailed out of Australian ports for a few years and in 1875 came to Puget Sound, working on several of the small steamers. He has for the past few years been master of the *L. J. Perry*.

Bowden, R., second mate on sailing vessels, was born in England in 1855. He has been in service on the Pacific Coast since 1886 and for the past three years has been engaged on the *Bundaleer*, and on the *Wachussett* with Captain Williams.

Bowen, C. A., engineer, was born in Wisconsin. He has been on the Sound twenty-four years, where he began running on the old *Chehalis*. Since that time he has been connected with a number of steamers and at present is on the *Mascotte*.

Boyd, Harry C., was born in New York in 1850. He ran as purser and pilot on the Willamette River on all of the steamers of the Willamette Locks & Transportation Company from 1872 to 1876. He retired from steamboating many years ago and is now in the insurance business in San Francisco.

Boyd, John J., mate of sailing vessels, was born in Maine in 1858. He has been coasting north from San Francisco since 1875 and has recently been engaged on the ship *Louis Walsh*.

Boyden, William, engineer, Brooklyn, Wash., was born in Vermont in 1848. His first work on Puget Sound was on the steamer *Phantom* in 1884, and he has since been engaged on a number of small steamers, among them the steam schooner *Leo* and the *Rapid Transit*.

Bozorth, Milton B., ticket agent of the Oregon Railway & Navigation Company, Astoria, Or.

Bradford, William, mate and pilot, Tacoma, Wash.

Brandt, H., steward, San Francisco.

Brandow, J. H., pilot on steamer *City of Kingston*, Tacoma, Wash.

Brant, Harry, mate on coasting schooners, resides at Gardiner, Or. He was mate on the schooner *Bobolink* when she was wrecked.

Brazee, Albert L., engineer, was born in Washington in 1862. He has been connected with a number of small steamers on the Willamette and Columbia rivers since 1880 and has recently been employed on the *Bismarck*.

Breen, Robert, Bandon, Or., surfman at life-saving station.

Bremner, E. P., engineer, Vancouver, B. C.

Brennan, Capt. J., was born in New Haven, Conn., in 1848, and commenced coasting on Long Island Sound when a boy. He came to the Pacific Coast in 1866 as seaman on the bark *Rival* and in 1874 was mate on the brig *Hidalgo*. He was master of the brig *Tanner* in 1875 and has since served in the same capacity on the barkentine *Melancthon*, brig *W. H. Meyers*, bark *Henry Buck*, ships *Palestine* and *Alaska*, and for the past two years has been master of the schooner *C. H. Marchant*.

Brennan, William, master, Victoria, B. C., was born in England in 1854 and came to British Columbia in 1886.

Bridgeman, Capt. E. C., Vancouver, B. C., was born in England in 1846. He sailed in deep-water ships until 1882, when he commenced steamboating on Puget Sound. He has since been engaged on several well known steamers there and in British Columbia waters, and has recently had charge of the tug *Mamie*.

Briggs, Albert J., ticket agent of the Canadian Pacific Navigation Company, Victoria, B. C., was born in Kingston, Ontario, in 1845. He commenced steamboating on the *R. P. Rithet* in 1882, running as purser on the Fraser River and Victoria routes for four years, and has also served on the steamers *Enterprise*, *Princess Louise* and *Western Slope*.

Briggs, Thomas L., agent of the Canadian Pacific Navigation Company, New Westminster, B. C., was born in Kingston, Ontario, in 1839. He was interested with Capt. John Irving in the purchase of the steamer *Wilson G. Hunt*, and has acted as agent for the Canadian Pacific Navigation Company since its organization.

Brock, Capt. Eugene D., was born at Rock Island, Or., and has been steamboating since 1867, his first command being the steamer *Katata*, running from Astoria to Skipanon. He is at present living at Astoria.

Brokaw, Gilbert H., San Francisco, master of tug *Alert*.

Brown, Alexander R., wharfinger at the outer wharf, Victoria, B. C., was born in Finland in 1856 and began sailing on this coast out of San Francisco in the *Great Western* in 1878. He retired from the water several years ago.

Brown, Capt. Charles, was born in Germany in 1840. He came to San Francisco in 1859 and has been steadily engaged in the coasting trade since, with the exception of occasional trips to Australia and other foreign ports. He has been master since 1870, and has had charge of the brig *Willamette*, bark *Clara R. Sutil*, schooners *Ocean Pearl*, *Undaunted*, *Bobolink*, *Eureka*, *Daisy Rowe*, *J. C. Ford* and *Del Norte*, on the latter of which he is at present.

Brown, Douglas, mate of tug *Lorne*, Victoria, B. C.

Brown, George J., engineer, was born in California in 1858. He commenced steamboating on the *Emma Hayward* on the Columbia River in 1878, and has run in different capacities on nearly all the steamers on the river. At present he is living at The Dalles, Or.

Brown, H., mate on sailing vessels, was born in Sweden in 1849 and came to the Pacific Coast in 1873. He has run as mate and master on a number of well known coasters and for the past six years has been mate on the schooner *Charles E. Falk*.

Brown, Capt. J. A., stevedore, Portland, Or.

Brown, James W., engineer, Marshfield, Or., was born in Scotland in 1858. He commenced his marine service on the steamer *Juno*, where he remained as engineer for eight years. He was afterward in the same capacity on the tug *Katie Cook*, steamers *Annie*, *Ceres*, *Comet* and others, and has recently been engaged on the tug *Tonquin*. He has held an engineer's license for nineteen years.

Brown, Capt. John, keeper of the North Cove Life-saving Station, was born in Norway in 1839. On coming to this country he began steamboating on the *Okanogan* and *Tenino*, remaining on the river until 1872, when he went to Shoalwater Bay and with a plunger carried the mail four years between Oysterville, North Cove and Willapa. He afterward was master of the steamers *South Bend*, *Garfield* and *Montesano*, with which he carried the mail for seven years. He was given charge of the life-saving station in 1884 and has rendered assistance in fourteen cases of shipwreck.

Brown, Justus, chief engineer, San Francisco, was born in Watertown, New York, in 1838. He came to the Pacific Coast in 1861 and joined the steamer *Brother Jonathan*, with which he ran north for three years, leaving her to go on the *New World* for a year. He was afterward connected with the steamers *Antelope*, *Cornelia*, *Enterprise*, *Julia*, *Amador* and *City of Stockton*, serving as chief of the latter for eight years. He then alternated for six years with the *Mary Garratt* and *Walker*, after which he ran south for a year on the steamship *Senator*. He is at present engaged on the *Captain Weber*, and has held an engineer's license for twenty-four years.

Brown, P. A., master and pilot, Seattle, Wash., has been engaged on Puget Sound since 1884.

Brown, Capt. R. S., was born in England in 1849. He began sailing on the Pacific Coast on the brig *Tanner*, of which he had been master for seven years. He has also commanded various other vessels on the coast.

Brown, W. A., engineer, was born in Boston in 1833 and began sailing between Atlantic Coast and European ports. In 1855 he came to the Pacific Coast on the ship *Fearless*, making the passage in 124 days. On reaching San Francisco he shipped on the schooner *Rising Sun* for a short time, but soon left her and joined the steamship *Humboldt*, where he remained eighteen months. He next went on the steamer *Golden Gate* on a wrecking expedition lasting four months. In 1865 he designed and placed the machinery of the steamer *Redmond*, and afterward worked several years on shore for the Spring Valley Water Works. Several years ago he bought the steamer *Millie* and has since run her as a towboat, serving on her as engineer.

Brownfield, C. H., engineer, Seattle, Wash., began steamboating on the *Addie* on Puget Sound in 1877, and has since been connected with a number of well known vessels on the Sound. He has recently been engaged on the steamer *Wasco*.

Brownlie, A., engineer, Victoria, B. C., has been engaged on the steamers of the Canadian Pacific Navigation Company since 1883.

Brownson, Charles, engineer, Vancouver, B. C.

Bruce, W. E., master and pilot, Astoria, Or.

Brunger, Daniel G., master and pilot, Portland, Or.

Brunger, Frank, engineer, Portland, Or.

Brunn, Simon, master of steamer *Edith E.*, Seattle, Wash.

Brunner, Robert R., San Francisco, master of schooner *H. C. Wright*.

Bruun, Capt. P., Seattle, Wash., was born in Denmark in 1837. He came to San Francisco on a sailing vessel in 1858 and engaged in steamboating on the Sacramento River until 1879, when he came to the Sound and joined the *Fanny Lake*. He has since been connected with a number of small vessels around the Sound, the last being the steamer *Wasp*.

Brydsen, Albert, engineer, Seattle, Wash.

Buchanon, Capt. Duncan, San Francisco, was born in England in 1846 and has been on the Pacific Coast for about thirteen years.

Buckard, N., mate, was born in St. John's, New Brunswick, in 1853, and has been sailing out of San Francisco at intervals for nearly twenty years.

Budlong, Capt. George E., was born in New York in 1850 and came to Puget Sound in 1870. He has had no connection with merchant vessels, but has run a number of steam yachts and pleasure boats around Puget Sound. He is proprietor of a boat-house at Seattle.

Bull, Knud, mate and master, was born in Norway in 1859. He has been steamboating in the Northwest since 1886, serving on the steamers *Traveler*, *Montesano*, *Mountain Buck*, *Cruiser*, *Astoria*, *Mendell*, *Ilwaco* and *R. P. Elmore*.

Bullene, Everett, engineer, was born in New York in 1861 and came to the Pacific Coast about 1877. He ran for a long time in the employ of the Pacific Mail Steamship Company, first as oiler on the sidewheeler *Dakota* running north, and afterward in the China trade. He is at present living in San Francisco.

Bullene, Capt. H. H., was born in Port Gamble, Wash., in 1868, and, like a large number of native Puget Sound marine men, commenced his career on the *J. B. Libby*. He was afterward in the service of the Oregon Railway & Navigation Company for five years on the steamers *Hassalo*, *Emma Hayward*, *Sehome*, *T. J. Potter* and *North Pacific*. He took the steamer *George E. Starr* to Astoria, and while on the Columbia River engaged for a short time on the steamers *Toledo* and *Northwest*. Returning to the Sound, he engaged with the *State of Washington* and *Success*, and recently had command of the steamer *Michigan*. In addition to his work on the Sound, Captain Bullene has also been engaged on steamers running to Alaska and Mexico.

Bullock, Robert, mate, Vancouver, B. C.

Bunton, John, ship-carpenter, Portland, Or.

Burgess, Henry, eighth assistant engineer on the *Empress of China*.

Burgess, James, chief engineer of steamship *Warrimoo*, Vancouver, B. C.

Burke, Peter, steward of bark *C. B. Kenney*, has been running in the north coast trade for twenty-two years. He was for several years on the San Francisco and Puget Sound steamers.

Burnham, A. J., pilot, South Bend, Wash., was born in Maine in 1846. He followed the deep-water service until 1889, when he came to Shoalwater Bay, where he has served on the *City of Astoria*, *Alarm*, *Cruiser* and *Edgar*.

Burns, James, mate on steamer *City of Kingston*, Tacoma, Wash.

Burns, John, engineer of Bowers Dredge Company, Portland, Or.

Burns, Capt. Patrick, Seattle, Wash., has been steamboating on Puget Sound since 1884, and for the past few years has been in the employ of the Pacific Navigation Company.

Burrell, Theodore, engineer on steamer *Delta*, Seattle, Wash.

Burrows, Capt. E. J., Yaquina, Or., was born in England in 1864 and has been steamboating on Yaquina Bay since 1882, most of the time in charge of small launches.

Burt, C. H., engineer, Seattle, Wash., was born in New York in 1867. He commenced steamboating on the Columbia River in 1884 and for the past few years has been engineer on the steamer *Greyhound*.

Bushnell, Capt. William E. In explanation of statement regarding first license on Puget Sound, in sketch printed on page 85: This license was issued to Captain Bushnell July 14, 1860, by O. A. Pitfield, United States supervising inspector of steam vessels in the district of New Orleans, which at that date included the Pacific Northwest. Mr. Pitfield was on a tour of inspection and visited Puget Sound, and while on board the steamer *Julia*, with which Captain Bushnell was carrying the mail under the Scranton contract, made out the license on the date mentioned.

Butcher, Fred, engineer, Port Townsend, Wash., was born in Seabeck, Wash., in 1869. He commenced his marine service on the *Colfax* in 1886, and has since served on the *Louise*, *Colfax*, *City of Stanwood*, *Isabel*, *Montesano*, *Typhoon*, *Union* and *Richard Holyoke*.

Butler, Capt. Henry E., Vancouver, B. C., was born in the West Indies in 1853. He came to the Pacific Coast in 1881 on the ship *Ellis A. Minott* and for the past few years has had charge of the Canadian Pacific Navigation Company's coal bark *Robert Kerr*.

Butler, Jesse, mate, Scottsburg, Or., has served on Coos Bay steamers for about three years.

Butler, Nicholas, mate, was born in Valparaiso in 1854. He began sailing in the Northwest on the bark *James Cheston* in 1872 and afterward ran on Fraser River steamers. At present he is living in Victoria.

Byles, Robert, purser, Port Townsend, Wash., was born in England in 1861. In 1884 he was purser and freight clerk of the steamer *Evangel*, but retired from the water soon afterward. He was deputy auditor and auditor of Port Townsend for a short time, and has also been engaged there as deputy shipping commissioner.

Byram, Frank B., engineer, Seattle, Wash.

Byrnes, J. E., purser, has been running on steamships out of San Francisco for the past eighteen years. He was first employed on the *Constantine* as freight clerk, was next purser on the *Orizaba*, and has since been on the *Queen*, *Mexico* and *State of California*, having been with the latter vessel for many years.

Cade, E. B., engineer, Seattle, Wash.

Cade, Capt. Harry, Seattle, Wash.

Cahill, J. F., engineer, was born in New York in 1855. He commenced steamboating on the Columbia River in 1885, serving on the *Astoria*, *Puritan* and others. He was also on the steamer *T. M. Richardson* at Yaquina Bay and on the *South Coast*, running to San Francisco.

Calhoun, George S., master of barkentine *Archer*, was born in Port Townsend, Wash., in 1870.

Cairns, P., engineer, Portland, Or.

Call, Capt. C. A., was born in Wisconsin in 1851 and began steamboating in the Northwest on the *St. Patrick*, running on Puget Sound, in 1864. Captain Call is now living in Tacoma, and at present is master of the steamer *Laurel*.

Callahan, D. H., engineer, Seattle, Wash.

Callahan, William, chief engineer of steamship *Santa Cruz*.

Cambre, F. X., shipbuilder, was born in Canada in 1843 and began his marine career on the St. Lawrence River. He has been connected with the business in the Northwest for over thirty years, having been first on the *Prince Alfred*, running between San Francisco and Victoria. He afterward served on the *Pacific* and *Idaho*, and in 1873 began his present occupation as shipbuilder at Port Townsend. Mr. Cambre has built a number of vessels, among them being the barkentine *Jenny Lind*, steamer *Garland*, and the *Clara Rollins*.

Campbell, E. A., master and pilot, Seattle, Wash.

Campbell, Capt. E. D., Seattle, Wash., has for the past five years run the *Violet*, tug *Bee*, and a number of other small vessels.

Campbell, Horace G., engineer, Portland, Or.

Campbell, J. L., mate on the steamer *Georgie Oakes*, Cœur d'Alene, Idaho.

Campbell, Peter M., chief engineer, was born in Glasgow in 1857. After sailing in various parts of the world in the steamship service, he came to the Pacific Coast in 1886 and joined the steamer *Gaelic*. He was first assistant for two years and was then appointed chief of the *Costa Rica*, remaining in that position since.

Campbell, Thomas P., master of steamer *Hustler*, Portland, Or.

Canavan, David, second assistant engineer on steamship *Warrimoo*, Vancouver, B. C.

Caples, Lafayette, pilot, St. Johns, Or., was born in Ohio in 1843 and began steamboating on the *Eagle* in 1860. He retired from the river several years ago.

Card, Capt. James L., New Westminster, B. C., was born in Nova Scotia in 1833. He sailed in the deep-water trade in various parts of the world until 1889, when he came to British Columbia and joined the tug *Active*. He has since served as master of the steamers *Fairy Queen*, *Emma*, *Telephone*, *William Irving* and *Mermaid*.

Carlson, Capt. Charles, was born in Stockholm, Sweden, and has been engaged in the marine business for twenty years. He was for a long time with the Pacific Coast Steamship Company, leaving them to take command of David Morgan's steamer *Chilkat*, which he handled until 1894, when he died suddenly at Seattle.

Carlson, Capt. N. P., was born in Denmark in 1864 and commenced sailing out of Hamburg when a boy. He came to the Pacific Coast in 1886, has since served as master on several coasting schooners, and is at present in command of the *John G. North*.

Carlston, Capt. John, was born in Sweden in 1865. He came to the Pacific Coast in 1883 and joined the ship *Marmion* as second mate. He ran in that capacity on various coasting vessels and a few years later was given command of the schooner *General Banning*, where he remained for two and a half years, then going to the schooner *Falcon*, of which he is still master. Previous to coming to the Coast, Captain Carlston had sailed in various parts of the world and also in the steamship service out of Galveston, Tex.

Carr, Capt. W. B., Seattle, Wash.

Carroll, J. G., agent of the West Coast Steam Navigation Company, Seattle, Wash.

Carroll, James, engineer, was born in Ireland in 1835 and followed his profession in different parts of the world before coming to Oregon. He was for a long time in the employ of the Oregon Steam Navigation Company, and was one of the crew of the *Teaser* when she was sold to that company and taken over the Cascades. He has lately been connected with the steamer *Harvest Queen*.

Carstens, Peter, master builder of the Oregon Railway & Navigation Company's steamers.

Cash, Capt. James, was born in Ireland in 1847 and began sailing out of English ports when a boy. He came to San Francisco in 1859 and from there went to the Fraser River. Since his arrival he has had command of many of the principal steamers around there, among them being the *Reliance*, *Royal City*, *Glenora* and *Isabel*.

Cates, Capt. J. A., Vancouver, B. C., was born in Nova Scotia. He has been connected with the marine business for fifteen years, sailing in the Atlantic coasting trade until 1886, when he came to Vancouver. He was for three and a half years mate on the *Robert Kerr*, and held a similar position on

Spratt's Ark, *Thistle*, *City of Nanaimo* and *Robert Dunsmuir*, leaving the latter steamer to purchase the tug *Swan*, which he has since commanded.

Cates, William, engineer, Vancouver, B. C., was born in Nova Scotia. He commenced in the marine service on the *Robert Kerr* at Vancouver in 1887 and has recently been engaged as engineer on the tug *Swan*.

Catley, George, mate on coasting vessels, has sailed out of San Francisco on the barks *Eldorado*, *Alaska*, *Constitution*, *R. K. Ham*, *Camden*, and many other well known coasters. He is at present living at Port Townsend.

Cattell, Capt. G. W., was born in Dakota and has been running steamers on Lake Washington since 1889.

Cavalsky, George, steward, was born in Denmark in 1860. He began steamboating on the Fraser River on the *Enterprise* in 1882, has since been connected with a number of Fraser River boats, and has recently been on the *City of Nanaimo*.

Cavender, J. H., Whatcom, Wash., has served as engineer on the *Triumph*, *Minnie M.*, *May Queen*, *Cascades*, *Susie*, *Edna* and *Chinook*.

Chapman, Capt. J. H., Port Blakely, was born in Maine in 1860. He sailed on the Atlantic Coast for a few years, came to Puget Sound about 1882, and was first engaged on the steamer *Addie*.

Chapman, R. L., engineer, Shelton, Wash.

Chapman, W. S., master of steamer *Rover*, Shelton, Wash.

Chick, P. J., Vancouver, B. C., purser with Union Steamship Company.

Chipperfield, A. E., mate on coasting vessels, San Francisco.

Chisholm, M. H., engineer, New Westminster, B. C.

Chiswell, Sydney, steward, Seattle, Wash.

Christensen, C., master of sailing vessels, was born in Norway in 1854. He has been sailing in the coasting trade for twenty years. He was first on the bark *Buena Vista*, in 1880 was mate on the bark *Lizzie Marshall*, and is at present master of the barkentine *Discovery*.

Christensen, C., steward, San Francisco.

Christensen, Capt. C. H., was born in Denmark in 1857. He has been sailing on the Pacific Coast since 1878 and at present is in command of the four-masted schooner *King Cyrus*.

Christensen, Charles, mate, was born in Denmark in 1851. He began running north out of San Francisco in 1872 as seaman on the steamer *John L. Stephens*, and a few years afterward made a trip to Liverpool on a Peruvian ship. Returning from there he again began running on steamships on the northern route and has been on the *Pelican*, *City of Chester*, *Great Republic* and *Oregon*, remaining with the latter for over fifteen years, nine of which he has been mate.

Christiansen, Niels J., mate on sailing vessels, San Francisco.

Christianson, Charles, engineer, Ladner's Landing, B. C., was born in Sweden in 1858 and served as fireman and engineer out of European ports. He came to Victoria in 1882 and joined the steamer *Cariboo and Fly* as fireman, afterward serving on the steamers *Maude*, *Beaver*, *City of Nanaimo*, *Brunette*, *Winnifred*, *Delta* and others. He is at present engineer on the *Delta*.

Christianson, N., steward, San Francisco.

Christie, Capt. J. R., was born in Jersey City, N. J., in 1845. He began steamboating in 1862 on the *Mountain Buck*. In 1863 he went to the Sound, where he remained three years, and after returning to the Columbia was connected with nearly all of the lower river boats, among others being the *Pioneer*, *Julia*, *New World* and *Okanogan*.

Church, J. O., master and pilot, Portland, Or.

Clancey, W. H., mate, began steamboating in the Northwest in 1867 on the *J. B. Libby*, and was also on Lake Tahoe, Cal., for a while. He is at present living in Tacoma, Wash.

Clapp, A. C., master of the ship *Jabez Howes*, was born in Maine in 1841 and has been sailing in the Pacific Coast trade since 1882.

Clapp, Capt. Joseph W., was born in Scituate, Mass., in 1843. He has been sailing on the Pacific Coast since 1879 and was for five years on the bark *General Butler*, owned by the Puget Mill Company. Captain Clapp is now living at Coupeville, Wash.

Clark, Charles J., engineer, was born in Pittsburg, Penn., in 1864. His first marine work was as oiler on the steamship *Walla Walla* in 1882. He was afterward on the Government launch *Dispatch* at Vancouver, Wash., and has worked in various capacities on the steamships *Umatilla*, *George W. Elder*, *Ancon* and *Al Ki*, and steamers *Mikado*, *J. R. McDonald*, *Olympian*, *Alaskan*, *State of Washington*, *Emma Hayward*, *Hassalo* and *Idaho*.

Clarke, Charles D., purser, San Francisco, was born in New York in 1865 and commenced his marine service as purser on the *Eliza Anderson* in 1884, remaining with her for two years. He then purchased the steamer *Cascades* in company with Joseph B. Carse and ran her four years. Mr. Clarke soon sold out his steamboat interests and went to San Francisco, where he entered the employ of the California Navigation & Improvement Company.

Clarke, Capt. Charles E., was born in England in 1854 and came to the Pacific Coast in 1874. His first vessel here as master was the schooner *Discovery*, which he ran for five years. He was next on the schooner *Juanita*, which he ran as a trader and coaster and finally in the sealing business until she was seized in Bering Sea about 1889. He then took command of the steamer *Alert* and has operated her since.

Cleary, T. R., engineer, was born in Brooklyn, N. Y., in 1859. He commenced his marine service in San Francisco as oiler on the *John L. Stephens* in 1877, remaining with her for two years and then going as second assistant engineer on a number of small steamers. He was afterward on the steamships *City of Sydney* and *San Pablo*, and was third assistant on the *San Pedro* when she was lost at Victoria. Mr. Cleary is at present on the steamship *San Benito*.

Clem, W. W., engineer, Seattle, Wash.

Clem, Louis L., engineer, Portland, Or., commenced on the Puget Sound steamer *Nellie* in 1884, and after running there a few years went to the Columbia River. He has recently been engaged on the steamer *Iralda*.

Clemens, William W., engineer, Seattle, Wash.

Clifford, James H., mate of bark *Coloma*, was born in Germany in 1859 and has been sailing out of Northwestern ports since 1887.

Clinger, Capt. Frank W., was born at Port Townsend, Wash., in 1854. He commenced steamboating on Puget Sound in 1886, but had previously engaged in the coasting trade on sailing vessels.

Cliutbom, Fred, mate on sailing vessels, Eureka, Cal.

Cloak, H. B., engineer, San Francisco, was born in Philadelphia, Penn., in 1852, and began his marine service on the Delaware River. He came to the Pacific Coast in 1871, returning East and coming out again in 1877, when he entered the employ of the Pacific Mail Steamship Company, remaining with them as second and first assistant for several years. He has since served as chief on the steamers *Mary D. Hume*, *Ferndale*, *Crescent City*, *Del Norte*, *Homer* and *Protection*.

Clough, Edgar D., engineer, Seattle, Wash., was born in California in 1865. He began steamboating on the Columbia River on the *General Canby* in 1880, and for several years past has been engaged on Puget Sound.

Clunes, Capt. C., was born in New Zealand in 1858. He came to the Pacific Coast in 1871 and began sailing out of Victoria on the schooner *Discovery*. He was afterward on the *Woodside* and a number of other small steamers. Captain Clunes is connected at present with the steamer *Falcon*.

Clymer, Capt. Henry V., Seattle, Wash., was born in Washington in 1862 and has been connected with the marine business on the Sound since 1884.

Cody, Frank, engineer, was born in Ireland in 1864 and commenced his marine service in the Northwest in 1887. He has recently been connected with the tug *Tacoma*.

Coffin, William, engineer, Portland, Or.

Colbert, Fred, mate, Ilwaco, Wash., sailed out of San Francisco on the ships *W. H. Gawley*, *Coquimbo*, and other well known coasters, for several years. He retired from the water about fifteen years ago and has since engaged in the fishing business at Ilwaco and Shoalwater Bay.

Colby, William, master of sailing vessels, was born in Sweden in 1838 and has been connected with the marine business for forty-three years. He commenced sailing out of San Francisco in 1866 on the bark *Brontes*. He was in command of the schooner *Courser*, lost in 1892, and has since had charge of the bark *Mercury*.

Cole, Harry W., third officer of steamship *Victoria*, was born on the steamship *City of Mobile* in 1864 and has been connected with the marine business since he was sixteen years of age.

Cole, J. R., engineer, Seattle, Wash., has been steamboating in the Northwest since 1886.

Cole, Luther, engineer, was born in Maine in 1848. He has followed his occupation since 1862, when he began running on the steamer *Tenino*. Mr. Cole has also followed his profession on the Snake River and in British Columbia, and is at present on the steamer *Messenger*.

Collins, Henry, engineer, was born on Prince Edward Island in 1856. He was engaged for thirteen years with the Boston & Savannah Steamship Company. He came to the

Pacific Coast in 1887 and joined the tug *Escort No. 2*, with which he went to Astoria, and while there was transferred to the tug *Wizard* as first assistant. He has served as first and second assistant on the steamers *Venture, National City, West Coast, Al Ki* and *Farallon*, and as chief of the *Lakme* and *Point Arena*, still being engaged on the latter.

Collins, Patrick H., mate on tugboats, San Francisco, entered the service of the Pacific Mail Steamship Company at the Bay City in 1879, remaining with them for ten years, and for the past five years has been on the tugs *Alert* and *Relief*. He ran north with the steamship *San Pedro* for about six months.

Collister, Capt. R., was born on the Isle of Man in 1843 and learned the shipbuilding trade in England, following that calling in England, Australia and the United States. On coming to this country he engaged in building river steamers at Fulton, Ill., and afterward moved to Dubuque, Iowa, where he had charge of the yards owned by "Diamond Jo" Reynolds, the famous Mississippi River steamboatman. Since coming to Victoria he has filled a number of important positions, among them being surveyor for the Board of Underwriters of San Francisco, surveyor for Lloyds, and is at present hull inspector for the Dominion Government.

Colman, James M., engineer, Seattle, Wash., commenced on the steamer *Vixen* on Lake Washington in 1889 and has recently been on the *Winnifred*.

Compton, Bert, engineer, Bay Center, Wash., was born in Iowa in 1861, began steamboating on Puget Sound in 1884, and has recently been engaged on the *Favorite* on Shoalwater Bay.

Compton, T. H., engineer, was born in Michigan in 1865. He followed his calling on the Great Lakes until 1890, when he came to Seattle.

Comstock, R., engineer, was born in Illinois in 1861. He came to the Pacific Coast in 1887 as second assistant on the steamship *Willamette Valley*, with which he had served for a year at New Orleans when the vessel was known as the *Caracas*. He subsequently served on the steamships *Mariposa, City of Rio de Janeiro, City of Chester*, and a number of others. Mr. Comstock has recently been engaged as first assistant on the steamer *Crescent City*.

Condon, B., engineer, was born in England in 1861 and commenced in the marine service at San Francisco in 1886, after working four years in the shops. He served as oiler on the steamships *Idaho, Victoria, City of Sydney* and *Zealandia*. He was afterward third assistant on the latter vessel and was first assistant on the steamship *Manuel Dublin*. He then joined the steamship *San Benito*, where he has served as third and second assistant.

Condon, Michael, engineer, began his marine service at San Francisco in 1880 as oiler on the steamship *Orizaba*. He was afterward on the steamships *Ancon, Los Angeles, City of Chester, St. Paul, San Pablo, Zealandia* and *Pomona*, leaving deep water to take the position of first assistant on the tug *Vigilant*, where he remained for three years and then joined the *Haytian Republic* as second assistant. For the past two years he has been chief engineer of the tug *Reliance*.

Connell, John, Oakland, Cal., steward of steamer *Queen*.

Connelly, B. A., engineer, was born in Ireland in 1856. He came to the Pacific Coast in 1874 and was first connected with the steamer *State of California*. He served as engineer on the *J. B. Libby* and a number of other well known steamers on Puget Sound. He has recently been engaged on the steamer *Golden Gate*.

Conway, Capt. George, was born in Mississippi in 1853. He went to sea at the age of nine years and has been in continuous service since. His first work on the Pacific Coast was with the steamships *Umatilla* and *Eastern Oregon* as first officer. For the past seven years he has been master of the steamer *Point Loma*.

Cook, C. W., Port Angeles, Wash., mate on sailing vessels, retired from the water several years ago.

Cook, Capt. H. E., was born in England in 1849 and began his marine career on the Atlantic, running between New York and Liverpool. He came to the Pacific Coast in 1870 and entered the employ of the Pacific Mail Steamship Company, running on the Panama route. He was also in their employ on the steamship *City of Rio de Janeiro*, leaving her in 1889 and going to Vancouver, B. C., where he has since resided.

Cooper, John, engineer, Vancouver, B. C., was born in Penrith, England, in 1864. His first marine experience was in the Mediterranean trade. He came to New Westminster in 1885 and served on the *Leonora* and other steamers on the Fraser and Vancouver routes.

Copeland, John, freight clerk, Portland, Or.

Corrigan, Frank, Vancouver, B. C., tenth assistant engineer of steamship *Empress of China*.

Corum, J. K., San Francisco, steward of steamer *Cleone*.

Coulter, J. P., Canby, Or., master and pilot on Willamette River steamers.

Coulter, Charles A., engineer, South Bend, Wash., was born in Illinois in 1858 and ran between Pittsburg and New Orleans on tugboats for eight years. He came to Shoalwater Bay in 1889 and has served on the *Tom Morris, Alarm, City of Astoria* and *Edgar*, having been with the latter vessel for the past two years.

Courtney, Daniel, engineer, was born in New York in 1861 and has been running on the Pacific Coast since 1878 as fireman and first and second assistant engineer.

Cousins, Capt. N. E., was born in Maine in 1861. He began his marine career in 1880, running coastwise from San Francisco, serving on the steamers *Santa Cruz, Idaho, Mariposa, Alameda, Queen, Empire* and *Arcata*.

Cowper, Capt. John, was born on the Isle of Man in 1852 and served his apprenticeship at Liverpool, England. In 1867 he joined the ship *Bolivia*, which he left at Victoria in 1869. After spending two years in the whaling business on the schooner *Kate*, he went to Australia and remained there sailing and steamboating until 1887, when he again came to British Columbia and joined the *Alexander* as quartermaster. He was then pilot on the *Saturna* and other steamers, and in 1889 master of the *Saturna*. Captain Cowper at present is in charge of the steamer *Rainbow*.

Cox, Capt. James, master and pilot, Portland, Or.

Cox, W. A., engineer, was born in Canada in 1863 and has been engaged in the marine business on Puget Sound since 1887. His first service was on the steamer *Rainier*. He subsequently went to the *Rip Van Winkle*, and for the past three years has been engaged on the tug *Tyee*.

Craig, Capt. Benjamin, Seattle, Wash., was born in Nova Scotia in 1835. He has followed the marine business for nearly forty years, twenty of which have been spent on the Pacific Coast.

Crang, F. L., mate, Astoria, Or.

Cranney, Thomas, boatbuilder, Coupeville, Wash., built the *Flying Dutchman, Linnie*, and a number of other steamers on Puget Sound.

Crawford, Sherman L., engineer, Hoquiam, Wash.

Creamer, John C., engineer, San Francisco, was born in Pennsylvania in 1858. He came to the Pacific Coast in 1882 and served four years on the old steamship *Shubrick*. He was afterward engaged on the *Manzanita, Holyoke, Alaskan, Point Arena, Ferndale, Wasco* and other Sound steamers, and on returning to San Francisco served on the *Bonita, Weeott*, tug *Annie* and others.

Crebs, August, San Francisco, master of bark *Empire*.

Creighton, E. W., secretary of the Columbia River & Puget Sound Transportation Company.

Creighton, W. D., purser, was born in Halifax, Nova Scotia, in 1858. His first work on coming to the Pacific Coast was as freight clerk on the *Corona*, afterward holding a similar position on the *Umatilla* and *Santa Rosa*. He has since served on the steamers *Santa Cruz* and *Gypsy*.

Crigler, W. L., engineer, was born in New Orleans in 1854. He served an apprenticeship at Wilmington, Del., and afterward served as machinist in the United States Navy for two years. After leaving the naval service he ran on the Mississippi River towboats, and in 1887 came to the Pacific Coast on the steamship *Willamette Valley*. He left her soon after arrival and remained on shore in the employ of her owners, going back again as chief about 1892. In April, 1894, he was appointed chief engineer of the steamship *Yaquina*, and has been running with her since.

Crocket, George A., mate, was born in Maine in 1862 and began sailing north from San Francisco in 1882 on the steamship *Queen of the Pacific*. In 1884 he was master of the fishing schooner *St. Louis*, and has recently been engaged as mate on the tug *Sea Lion*.

Crofts, John J., engineer, was born in England in 1831. After serving his apprenticeship there he came to New York in 1848 and two years later came to the Pacific Coast, where he was engaged on the *Tennessee* and *Columbia*. He was afterward third assistant on the steamships *Republic* and *Northerner*, leaving the latter vessel in 1860. He was in the service of the Pacific Mail Steamship Company for twenty-seven years, most of which was spent on the northern routes. In 1881 he was appointed chief engineer of the steamer *Newport*, filling that position for nine years, then taking a similar berth on the *Coos Bay*, where he has since remained.

Croghan, Frank, engineer, San Francisco, was born in New York in 1864. He served as second assistant on the *Mexico, Corona, Willamette Valley* and other steamships, and as first assistant on the *Arago*.

Crosscup, H. B., Oakland, Cal., mate of steamship *Mackinaw*.

Cullum, W. J., engineer, Victoria, B. C., was born in England in 1865. His first work in the Northwest was on the *Sardonyx* in 1884, where he remained for two years. He then joined the tug *Lorne* and subsequently the *Alexander*. He has since served on the steamer *Yosemite* and the Dominion steamers *Sir James Douglas* and *Quadra*, remaining with the latter vessel for the past three years.

Cumiskey, Capt. R. J., was born in New Bedford, Mass., in 1860. He began sailing out of San Francisco on a whaling vessel in 1881 and has since been running to the Arctic Ocean almost continuously. He has been on the barks *Sea Breeze*, *Northern Light* and *Balena*, running as first officer on the latter for three years. Captain Cumiskey at present is master of the whaler *Grampus*.

Cummings, Alexander, engineer, Seattle, Wash., was born in St. Louis in 1865 and has been steamboating in the Northwest since 1887, serving on the *North Pacific*, *Alaskan*, *Olympian*, *Kingston* and others. He was on the steamship *Ancon*, wrecked at Loring, Alaska, in 1889.

Cummings, Capt. James, Vancouver, B. C., was born in Scotland in 1852. He followed the deep-water trade until 1876, when he came to the Pacific Coast, where he has since been engaged, most of the time around Burrard's Inlet.

Cunningham, Joseph, engineer, Portland, Or.

Curran, Dennis, mate on river steamers, Astoria, Or., was for several years in the customs service at Astoria and built and ran the steamer *Occident* at that place.

Curtis, James F., engineer, Houghton, Wash., has run most of the time on steamers on Lake Washington

Curtis, James F., mate on sailing vessels, San Francisco.

Curtis, W. E., steamship steward, first worked on the Pacific Coast on the *Idaho* in 1882 and has recently been connected with the *Umatilla*.

Curtis, W. R., purser, was born in Maine in 1856. He began in the marine service out of San Francisco in 1878, running first on the steamer *Salinas* and afterward on the *George W. Elder*, *Mexico*, *Idaho* and other steamships running north. He has been in the service of the Pacific Coast Steamship Company for sixteen years and at present is employed on the *City of Topeka*.

Daily, James, mate, Seattle, Wash.

Daley, William, Seattle, Wash., was one of the crew of the *Enterprise* in 1858 and has since followed his calling of engineer all over the Sound. He was born in Ireland in 1838 and was in the steamboat service three years at San Francisco before coming to the Sound.

Dalton, Edward E., purser, Portland, Or.

Damon, Capt. Herbert, Oakland, Cal., master of the schooner *Katie Holmes*, has served on the vessel six years as mate and for the same length of time as master.

Danforth, Manley, engineer, Seattle, Wash.

Daniels, W. F., mate, was born in New York in 1861 and came to the Pacific Coast in 1890. He ran first as second mate on the *City of Puebla*, then as mate on the steamers *Lakme* and *Truckee*, and is still employed on the latter.

Darling, Capt. L. L., Aberdeen, Wash., was born in Iowa in 1860. He built the steamer *Wishkah Chief* on Gray's Harbor in 1889, and operated her for three years between Aberdeen and other points on the harbor. He then ran the steamer *Aberdeen* and afterward the tug *Herald*, and has recently had charge of the steamer *Cruiser*.

Dart, Capt. J. C., Eureka, Cal., master of the schooner *Sparrow*.

Darweritz, Otto, mate on sailing vessels, San Francisco, has been coasting north since 1882.

Dashwood, W., engineer, was born on the Isle of Wight in 1857. He served in the Northwest with the Canadian & Australian steamship line as fourth engineer on the steamship *Warrimoo*.

Davidson, Charles, mate on sailing vessels, San Francisco.

Davidson, J., master of sailing vessels, began sailing in the Northwest about 1873 on the old barkentine *Constitution*. He has since commanded various other vessels and is at present master of the ship *Commodore*.

Davidson, William, Port Townsend, Wash., engineer on steamer *Evangel*.

Davies, Enoch, chief engineer of United States steamer *Cascades*, Portland, Or.

Davis, C. S., master and pilot, Seattle, Wash., was born in Indiana in 1859 and commenced steamboating on Puget Sound on the *Welcome* in 1882.

Davis, Herbert, master of tug *Edna*, Seattle, Wash.

Davis, John, mate on sailing vessels, was born in Chicago in 1852. He began sailing on the Great Lakes in 1867, came to the Pacific Coast in 1877, and has been in the employ of the Puget Mill Company most of the time since. He sailed as mate on the *Kitsap*, *Emerald*, *Atlanta*, *Skagit*, *Arkwright* and *John A. Briggs*, and is still with the latter vessel.

Davis, Capt. J. L., Hoquiam, Wash., was born in Washington Territory in 1861 and commenced steamboating on the *U. S. Grant* in 1882. He was afterward on the tugs *Ben Holladay*, *Hunter*, *General Miles*, *Traveler*, *Ranger* and *Printer*, and on the steamers *Montesano*, *Oneatta*, *Aberdeen*, *Tillie* and *Restless*, serving as master of the three last mentioned.

Davis, Lemuel E., engineer, Newport, Or., has been engaged on the steamer *Rebecca C.* on Yaquina Bay since 1884.

Davis, Capt. Tracy W., Newport, Or., was born in 1858. He has been in the steamboat business on Yaquina Bay for a number of years, being at present on the *Volanta*. At different times he has been master of the steamers *Richardson*, *Tressie May*, *Benton* and *Rebecca C.*, which latter vessel he ran about four years as a ferry-boat. The *Rebecca C.* was built by his father, and he received his master's papers to run on her. Other steamers with which he has been connected are the *Kate and Anna*, *Oneatta* and *Pioneer*.

Davis, Capt. W. A., is a native of California and began steamboating on the *Wenat* in 1875. Most of his work has been on the Cowlitz and Lewis rivers routes, remaining on the latter for several years as mate and master in the employ of the late Captain Thomas. He lives at La Center, Wash.

Davis, William H., was born in Charleston, W. Va., in 1858. He has been steamboating on Puget Sound since 1876, first as engineer on the *Addie* and afterward on the *J. B. Libby*, *Despatch*, *Chehalis*, *Teaser*, *Indiana*, *Hermosa*, *E. D. Smith*, *Cyrus Walker*, *Yakima* and *Detroit*.

Dawe, Albert, mate, New Westminster, B. C.

Dawson, James A., engineer, was born in Massachusetts in 1851 and came with his parents to the Pacific Coast three years later. He worked in a machine shop for several years and in 1880 joined the steamship *Pelican* as oiler. He was afterward on the steamships *Wizard*, *Ancon*, *Grenada*, *Los Angeles*, *Mexico*, *San Pablo*, *Walla Walla*, *Al Ki* and *Santa Rosa*, filling all positions up to first assistant. He was then appointed chief of the steamship *Mexico*, where he remained four years, and then went to the steamer *Alexander Duncan* in the same capacity for a few years, leaving her for the steamship *Queen*, where he has run as first assistant.

Day, J. H., master and owner of steamers, Portland, Or.

De Campos, Capt. M., was born in Lisbon, Portugal, in 1848, and commenced sailing out of ports of that country in 1859. He was first engaged in the coasting service, but afterward followed deep-water sailing in the China, South American, India and Mediterranean trade. He came to the Pacific Coast several years ago and at present has command of the *Bundaleer*, carrying coal between Nanaimo and San Francisco.

Decker, H. P., engineer, Seattle, Wash.

Deckson, Richard, Oakland, Cal., served first on the steamer *Barnard Castle* and is at present mate on the *Empire*.

Dedrick, Fred, mate on coasting schooners.

Dehlin, August, mate on sailing vessels, was born in Sweden in 1856 and sailed out of European ports in the deep-water trade until 1880. He then began coasting on the Pacific and has recently been steamboating on Puget Sound.

Delanty, Capt. William, Port Discovery, was born in Maine in 1836. He came to the Pacific Coast in the latter part of the sixties, entering the employ of the Port Discovery Mill Company. His first marine work was on the tug *S. L. Mastick*, which he commanded for three years, and then retired to devote his time to the company's mill business.

De Launay, Scott A., engineer, Port Blakely, Wash., was born in Oregon in 1871, commenced his marine career on the steamer *Cruiser* on Gray's Harbor in 1888, and has since served on the *Olympian*, *Rainier*, *Queen City*, and a number of other steamers.

De Launey, C. E., engineer, was born in Illinois in 1867 and commenced steamboating on Coos Bay in 1884, leaving there shortly afterward for Puget Sound. He is at present living in Seattle, Wash.

Delgardno, James, was born at Port Townsend in 1859 and is a son of the pioneer Captain Delgardno. His marine experience was limited to a few years, in which he operated the schooner *Mary Taylor*. He purchased her on the Columbia River, where she was operated as a bar tug, and, on bringing her to the Sound, Mr. Delgardno removed the machinery and lengthened her. After sailing her for a short time he sold her to Captains Ettershanks, Thompson and Ramsey of Victoria, who used her as a pilot schooner.

Dellenger, Samuel, mate and pilot, Portland, Or.

Denny, Henry L., engineer, Seattle, Wash., was born in Indiana in 1838. He has been connected with the marine business since 1869, when he began running on the steamer

Phantom on Puget Sound. During his career he has been engineer on the *Comet*, *Yakima*, *Otter*, *Fanny Lake*, *Zephyr*, *Cascades*, *Addie*, *Henry Bailey*, *State of Washington*, *Multnomah* and *Dispatch*.

Derrick, Louis, engineer, San Francisco.

Devere, John, engineer, Vancouver, B. C., was born in New Brunswick. He has been steamboating in the Northwest for seven years and is at present first assistant on the steamer *Cutch*.

Devereaux, William, engineer, San Francisco.

Dick, William, engineer, Victoria, B. C., was born in Scotland in 1855. He came to Victoria in 1890 and has since been engaged on the *Islander*, *Quadra* and other steamers. Previous to his arrival he was for many years employed on steamers on the River Tay.

Dickson, George W., Vancouver, B. C., engineer on steamer *Leonora*.

Dickson, P. A., mate, San Francisco.

Dieckhoff, E. W., engineer, Seattle, Wash., has been steamboating on the Sound since 1889 and has recently been engaged on the tug *Wanderer*.

Dinsmore, F. B., master of sailing vessels, was born in Maine in 1849 and has been engaged in the coasting trade but a short time.

Dixon, William, master of steamer *O. K.*, Astoria, Or.

Dobeson, Thomas, engineer, Nanaimo, B. C., was born in Newcastle, England, in 1844. He ran for some time between Newcastle and London and also in the Mediterranean trade. He has been connected with steamboating but little since coming to the Pacific Coast and is engaged in repairing vessels at Nanaimo.

Dobson, C. H., engineer, was born in New York in 1837. He went to Nicaragua in 1858 to run a steamer on the river there, but the company backing the enterprise failed, and he crossed the isthmus on foot and came to San Francisco, where he entered the employ of the Pacific Mail Steamship Company. He ran for many years on the *Golden Age* and *Sacramento*. At present he is connected with the whaler *Belvidere*.

Dobson, Thomas H., second officer on steamship *Victoria*, was born in Scotland in 1865 and has been connected with the marine business for eleven years.

Dodd, Capt. A., was born in Ireland in 1836 and came to the Pacific Coast in 1861. He commenced running in the Puget Sound lumber trade, and was for a few years master of the *Minnie G. Atkins*. He was one of the first to go north in the codfishing business, but afterward returned to the lumber trade, sailing the *Atkins* until 1873, when she was sunk by the schooner *Laura May*. In 1874 he built the schooner *Venus*, which he sailed until 1881, when he constructed the schooner *Howard*, with which he remained thirteen years, disposing of her in 1894 to take command of the bark *Vidette*, of which he is part owner.

Donald, William, mate, Newcastle, Wash.

Donaldson, J. J., engineer, Seattle, Wash., was born in Michigan in 1859. He came to Puget Sound in 1887 and was first engaged on the steamer *Rip Van Winkle*.

Donaldson, James, third assistant engineer on steamship *Victoria*, was born in Scotland. He came to the Pacific Coast with the steamer *City of Seattle*, and has spent most of the time since on steamers running to China. When ashore he resides on a fine ranch at Queets, Wash.

Doney, G. W., master and pilot, was born in Pennsylvania in 1859. He began steamboating on Puget Sound on the *Evangel* in 1882, was afterward on the *Washington*, and has since filled different positions on the steamers *State of Washington*, *Sehome*, *J. R. McDonald*, *Mabel*, *Henry Bailey*, *Annie M. Pence*, *Flyer* and others.

Donovan, Thomas, mate, Seattle, Wash.

Dorn, Capt. F. A., is a native of Quincy, Mass. He came to the Pacific Coast on the clipper ship *Dauntless* in 1871 and continued with her until 1879, when he returned to San Francisco and made a number of voyages to the South Sea Islands. For the past few years he has been in the Hawaiian Islands trade in command of the barkentine *Planter*.

Douglas, George W., Whatcom, Wash., master of steamer *Emma D.*

Douglass, John, engineer, Portland, Or.

Dow, Frank P., master, Whatcom, Wash.

Dragoylovich, Christ, chief engineer, Vancouver, B. C., was born in Austria in 1857 and has been engaged in the steamship service on the Mediterranean, Red, Baltic and Black seas and in other parts of the world. He came to British Columbia in 1891 and entered the employ of the Union Steamship Company as chief engineer of their steamer *Comox*.

Drennon, William H., engineer, Astoria, Or.

Drew, Oscar A., engineer, Seattle, Wash., was born in Boston in 1856. He came to the Pacific Coast in 1880 and began steamboating on the *Daisy*. He was afterward engaged on the *Zephyr*, *Idaho*, *Success*, *Nellie*, *L. J. Perry*, *St. Patrick* and others, retiring from the water a short time ago to take a position as engineer in the Seattle Fire Department.

Dreyer, Capt. Philip, was born in Denmark in 1859, began sailing on the Pacific Coast on the schooner *Parallel* in 1881, and is at present master of the schooner *Lyman D. Foster*.

Drisko, W. F., mate, Seattle, Wash.

Drouillard, John, engineer, commenced his marine service on the Pacific Coast as fireman on the steamer *Shubrick* in 1878. He has since run as second or first assistant on the steamships *Umatilla*, *Walla Walla*, *Mexico*, *Noyo* and *Lakme*, and the tugs *Sea Lion* and *Wanderer*. He has also served as chief of the steamers *Lakme* and *San Juan*. While on the Sound he was chief on the steamer *Nellie* on the Snohomish route. Recently he has been employed on the steamships *Mackinaw*, *Arago*, *Arcata*, *Yaquina* and *Alcatraz*.

Drury, J. R., engineer, was born in Pennsylvania in 1863, commenced steamboating at Victoria on the *Pearl* in 1884, and is at present connected with the steamer *Mary F. Perley*.

Dubeck, Frank, master and pilot, Portland, Or.

Dudley, A. J., engineer, Portland, Or., has been steamboating in the Northwest for the past ten years. He began on the steamer *Cruiser*, Capt. John Reed, and remained with her and the tugs *Traveler* and *Hunter* until 1890. He soon afterward joined the steamer *Willapa*, Captain Bailey, and on leaving her served on the *Alliance*, Capt. John Peterson.

Duffy, Peter, engineer, San Francisco.

Duhig, Fred, engineer, Vancouver, B. C.

Dunton, Oliver, engineer, was born in Maine in 1858, began sailing out of Atlantic ports when a boy, and came to the Pacific Coast in 1886 as oiler on the steamship *Al Ki*. He remained with her three years, then went to the steamship *Walla Walla* as water-tender and second assistant engineer, and was next on the steamers *Caspar*, *Cleone*, *Laguna* and *Greenwood*. He joined the steamer *Alcatraz* about three years ago as first assistant and was afterward promoted to the position of chief engineer, which he still holds.

Dyer, Fred A., master, was born in Missouri in 1836 and came to the Pacific Coast in 1869, first running on the steamer *Mary Woodruff*. In 1884 he built the steamer *James McNaught* at Seattle and ran her four years. He served on the steamer *Island Belle* for a short time, and also on the steamer *Teaser* on the Victoria and Westminster route. He then settled at Lyman, Wash., on a ranch, where he is living at the present time.

Dyreborg, Capt. R. H., was born in Denmark in 1848 and came to San Francisco in 1875, having previously sailed in deep-water ships all over the world. He has been running most of the time in the coasting trade since his arrival, his last command being the bark *Forest Queen*.

Eastabrook, Capt. G. L., New Denver, B. C., was born in New Brunswick in 1846. He commenced the marine business in 1867 on the steamer *Rothesay* on the St. John River. He followed deep water for a number of years and in 1892 took charge of the *W. Hunter*, the only steamer on Slocan Lake.

Edgett, Arthur, master mariner, Vancouver, B. C., has recently been engaged on the steamer *Iona*.

Edington, Thomas, mate, Victoria, B. C.

Edwards, H. S., steward on sailing vessels, has been sailing on the coast since 1881.

Ellingsen, Capt. Ole Peter, Parkersburg, Or., was born in Norway in 1845 and came to the Pacific Coast in 1871. In 1876 he was mate of the steamer *Cordelia*, running to Coquille, and served as mate in the Coos Bay trade until 1884, when he retired from the water for nine years. He returned in 1893 as master of the schooner *Parkersburg*, of which he is still in command.

Ellingson, Charles, mate on sailing vessels, was born in Norway in 1858. He came to the Pacific Coast in 1884 and has been sailing north from San Francisco since. He has recently been connected with the schooner *Addie*.

Elliott, E. M., engineer, Marshfield, Or., was born in Texas in 1867. He commenced his marine career on Gray's Harbor in 1888, remaining there four years, and then went to Coos Bay, where he is at present engaged as engineer on the *Comet*.

Ellis, R. H., engineer, Port Townsend, Wash.

Ellis, Capt. W. H., Eureka, Cal., was born in Massachusetts in 1838 and began his marine service on the Atlantic Coast at the age of ten. He came to the Pacific Coast in 1862 as first officer of the bark *Harry Hammond*, of which he was placed in command on arrival. He commanded American vessels under the British flag for twenty years, sailing to all parts of the world. In 1887 he returned to the Pacific Coast and located at Eureka, but soon returned to the water as master of the schooner *Sparrow* for three years, and is at present on the schooner *Halcyon*.

Ellison, Isaac, mate, Portland, Or., was born in Liverpool, England, in 1848. He came to San Francisco in 1863 and since then has navigated the waters of the Pacific Coast from Cape Horn to Alaska.

Ellison, Thomas, San Francisco, chief steward of steamer *Wellington*.

Elrod, Capt. W. F., was born on Prince Edward Island in 1846. He sailed in the deep-water service and on the Great Lakes until 1872, when he retired, but ten years later came to Coos Bay. He purchased the steamer *Lulu*, ran her for a year, and on disposing of her remained ashore for a few months. He then took command of the tug *Lillian* and afterward the *Katie Cook*, *Express*, *Cumtux* and *Milton*. He is at present living at Marshfield, Or.

Elsmore, John, master and pilot, was born in England in 1862. He came to Puget Sound in 1876, his first work being on the steamer *Nellie*. He was afterward on the *Eliza Anderson*, *George E. Starr*, and a number of other well known steamers.

Engelbrecht, R. T., steamboat owner and boatbuilder, Lake Washington, Wash.

English, John, engineer, San Francisco, has been in the steamship service on the Coast since 1872. He has run north on the steamers *Walla Walla*, *Columbia*, *Haytian Republic* and tug *Fearless*, and is still connected with the latter.

Enson, C., mate on sailing vessels, has been sailing in deep water and coastwise out of San Francisco since 1871, and for the past two years has been on the schooner *Glendale*.

Epler, John H., engineer, Portland, Or.

Erickson, E. T., San Francisco, mate on sailing vessels.

Erickson, Capt. Emanuel, Hoquiam, Wash., was born in Sweden in 1854 and has been in the marine business for twenty-three years. He came to the Pacific Coast in 1887 and has been engaged on nearly all the steamers on Gray's Harbor, serving as master on the *Edgar*, *Restless* and *Tillie*.

Erickson, Capt. Frank, San Francisco, was born in Finland in 1851. He came to the Pacific Coast in 1881, shipping first as seaman on the barkentine *North Bend*. He afterward ran as mate on a number of coasting vessels and in 1891 was given command of the schooner *Antelope*, with which he still remains.

Erickson, John, mate on sailing vessels, San Francisco.

Ericsson, Charles, mate on coasting vessels, was born in Sweden in 1865 and commenced his marine service in his native country. He has been running north from San Francisco for about nine years, and for some time past has been first officer on the steamer *Whitesboro*.

Ernst, Capt. Jacob, Marshfield, Or., master and engineer, was born in Ohio in 1845 and came to the Pacific Coast in 1874, beginning his marine career as deckhand on the steamer *Messenger*. He was afterward master of the *Messenger* and of the steamer *Myrtle*, and since 1875 has at different times commanded nearly every steamer on Coos Bay. At present he is master of the steamer *Butcher Boy*.

Etheridge, C., Olympia, Wash., boatbuilder, built the *Alida* and other well known Sound vessels.

Eustis, Samuel, engineer and pilot, Seattle, Wash., was born in Ottawa, Ill., and has been steamboating on the Sound for about five years.

Evans, John, engineer, San Francisco, was born in England in 1837 and was for several years in the British Navy. He came to the Pacific Coast in 1876 and joined the steamship *Likelike* at Honolulu, engaged in the coasting trade around the Hawaiian Islands. After leaving there Mr. Evans made a trip to Australia, but soon afterward returned to the Islands and went to Panama, where he was in the employ of the canal company for three years. On his return to San Francisco he secured a position with the Union Iron Works, working on the cruiser *Charleston*. In 1888 he joined the steamship *Willamette*, leaving her a few months later to go to Honolulu, where he served for sixteen months on a steamer plying between the Islands. In December, 1893, he went to the United States steamer *Hartley* at San Francisco and has since remained with her.

Evans, W. H., engineer, Vancouver, B. C., was born in England in 1862 and served an apprenticeship at T. Richardson & Sons, afterward joining the tramp steamship *Sweden*. He was employed on a number of steamships and has been in several collisions. In 1884 he came to the Pacific Coast and entered the employ of railroad contractor Onderdonk. In 1889 he joined the steamer *Beaver* as second assistant, remaining with her but two trips, when she was wrecked. He was subsequently on the steamers *Vancouver*, *Leonora*, *Swan*, *Agnes*, *Cruiser* and *Fairy Queen*. He made a few trips as sixth assistant engineer on the steamship *Empress of China*.

Everson, William T., Portland, Or., was born in Ohio in 1847. He began steamboating on the Columbia River in 1879 and was engaged on the United States steamers *Lincoln* and *Cascades* for several years. He then retired from the water and entered the employ of the Portland Iron Works, where he has been master mechanic for several years, and was recently appointed to the new office of stationary boiler inspector at Portland.

Ewry, George, engineer, was born in Portland, Or., in 1861. He was with the Jefferson Street Ferry Company for several years, and has since served as chief engineer of the steamers *Salem*, *Hattie Belle* and *Kehani*.

Fader, Capt. E. J., Vancouver, B. C., was born in Halifax, Nova Scotia, in 1863. On coming to the Northwest he ran for some time as master of the steamer *Muriel*, having charge of her when she picked up the crew of the *Beaver* at the time of her loss.

Fairfield, Daniel, engineer, Seattle, Wash.

Fandrich, Julius, mate on sailing vessels, was born in Russia in 1846. He was engaged for ten years on the schooner *Electric* and has since sailed on a number of other well known coasters. He has been on the Pacific Coast for twenty-five years, and is at present sailing on the schooner *Bobolink*.

Farley, M. H., engineer, Seattle, Wash., was born in Dubuque, Iowa, and commenced steamboating on the Willamette River in 1880. After running there a few years he went to Puget Sound, where he has since been engaged, recently working on the steamer *Detroit* as chief engineer. He was also for a short time on the middle and upper Columbia River.

Farmer, H. W., engineer, Tacoma, Wash.

Fast, Axel, engineer, Seattle, Wash.

Faugh, Thomas, engineer, Marshfield, Or., was born in Tennessee in 1849 and commenced his marine service on the Mississippi River. He came to Coos Bay in 1887 and has since been engaged on different steamers there and on the Coquille and Siuslaw rivers.

Ferguson, Alexander, New Westminster, B. C., purser, Canadian Pacific Navigation Company.

Ferguson, M. J., engineer, was born in Belfast, Ireland, in 1848. He came to the Pacific Coast on the steamship *Arizona*, remaining with her a few months, and then working at his trade of boiler-maker for six years. In 1879 he entered the employ of the North Pacific Trading & Packing Company, going north for them and assisting in erecting a sawmill and tannery on Prince of Wales Island. He remained in their employ for five years, and while there took the first steamer over Copper River bar into Cape Marlin delta. Mr. Ferguson then went as engineer on the steamer *Thistle* for a year, and was for two years engineer on the steamer *Gertie Story*, then owned by Walter Story, who was building a cannery on Kyack Island. He was also engineer on the tug *Donald* for a year while she was towing on the Sound, and spent one year in the Arctic as chief engineer of a whaling steamship. Mr. Ferguson, in addition to his established reputation as an engineer, is quite well known as an athlete, having taken a number of prizes at athletic contests in England, Ireland and the United States. At present he is living in San Francisco.

Ferguson, William, steward, San Francisco.

Field, Archie, Ladner's Landing, B. C., master of the tug *Delta*.

Fields, Capt. John M., was born in Ireland in 1841. He has been in the steamship service on the Pacific Coast since 1869, running as first officer on the *Dakota*, *Sierra Nevada*, *Ajax*, *Oriflamme*, *State of California* and other steamers.

Finn, L. J., engineer, Port Townsend, Wash., was born in Michigan in 1862. He has been connected with the marine business for twelve years, and has run on steamers on Puget Sound since 1887, most of the time as second assistant.

Fisher, Capt. A. C., master and pilot, Astoria, Or.

Fisher, Peter, steward of schooner *Charles A. Falk*, has been sailing on the Pacific Coast since 1875.

Fitch, Capt. Frank E., was born in New York in 1844 and has been sailing in various parts of the world since boyhood. He was for a short time boatkeeper of the State pilot schooner *San Jose* off the mouth of the Columbia River, and was afterward appointed harbor master of the city of Portland.

Fitzgerald, Thomas, Vancouver, B. C., sixth assistant engineer of steamship *Warrimoo*.

Flavel, Capt. J. H., Edison, Wash., was born in Virginia in 1832. He came to Puget Sound in the fifties and was for several years in the employ of the Russian-American Telegraph Company as master of the schooner *Winged Racer*. He retired from the water about twenty years ago.

Flint, Harry F., engineer, was born in New York City in 1867. He commenced steamboating on Puget Sound in 1881 as fireman on the *Hope*, and was afterward on the revenue cutter *Oliver Wolcott* and on Alaska steamers. He commenced tugboating several years ago and is at present engaged on the *Sea Lion*.

Flint, Julius, master, Port Townsend, Wash., was born in Denmark in 1832. He began sailing on the Pacific Coast in 1871 on the bark *Amethyst*. In 1879 he was in the employ of the Alaska Fur Company between San Francisco and Alaska, remaining with them until 1882. He then commenced tugboating on Puget Sound, running as mate and pilot on the *S. L. Mastick*, *J. B. Libby*, *Sea Lion* and others.

Foberg, Alfred, mate, San Francisco.

Foley, Capt. J. B., was born on Prince Edward Island in 1858. He was in the Gloucester, Mass., fishing fleet as seaman for eight years and then took command of a mackerel schooner. He came to British Columbia in 1887 and joined the tug *Velos* as mate, and was afterward on the steam schooner *Mischief* and the *Capilano*, engaged in halibut fishing. Captain Foley is at present manager of the American Fish Company at New Westminster, B. C.

Foley, Thomas, engineer, was born in San Francisco and began steamboating on Puget Sound in 1880 on the *J. B. Libby*. He has since been connected with a number of well known Puget Sound steamers and was with the *J. R. McDonald* when she burned at Prevost Island.

Forman, Capt. John D., Nanaimo, B. C.

Forrest, Capt. C. M., was born in Sweden in 1846 and ran on sailing vessels on the Atlantic Coast for a few years, coming to the Pacific Coast in 1866. The following are the names of some of the vessels he has been connected with: ships *Caroline Reed*, *Helios*, bark *Almatia*, schooner *Wild Pigeon*, wrecked at Stewart's Point about 1873, schooners *Phœbe Fay*, *Arizona*, *Vanderbilt*, *Staghound*, *Jennie Thelin*, *Fannie Dutard*, *Elsie*, and steamer *Eastport*, running to Coos Bay. For the past nine years he has been connected with the schooner *Melancthon* as master, running from San Francisco to Alaska points and Gray's Harbor.

Foster, Capt. Henry, Seattle, Wash.

Foster, Robert, engineer, Victoria, B. C., was born in New York City in 1857 and began running on the steamer *Otter* out of Victoria in 1887. He continued there for two years and was then with the British Columbia Transportation & Towing Company on the steamers *Beaver*, *Grappler* and *Pilot*. He has also served on the steamers *Sardonyx*, *Cariboo and Fly* and *Gertrude*. He has recently been on the steamer *Joan*.

Foster, Thomas, master mariner, Victoria, B. C.

Fowler, G. C., engineer, San Francisco, was born in New York in 1827 and served for a great many years on Vanderbilt's steamers on the Atlantic Coast, running as chief engineer on the *North Star*, *Northern Light*, *Star of the West*, *New York* and others. From Vanderbilt's employ Mr. Fowler went to the Pacific Mail Steamship Company, working for them fifteen years, eight of which he was superintending engineer in the construction of the steamships *Acapulco*, *Grenada*, *Colon*, *Colima*, *City of Tokio* and *City of Peking*. He remained with them on the Pacific Coast for a year and then resigned and engaged in the coal trade.

Fox, A. L., engineer, Astoria, Or.

Fox, James C., engineer, Astoria, Or.

Fox, John, engineer, Astoria, Or., superintendent of Astoria Iron Works.

Franke, B. J., mate on sailing vessels, has been in the coasting trade for twelve years.

Fraser, A. M., engineer, Port Townsend, Wash., was born in Scotland in 1847. He came to Puget Sound in 1876, began running as second assistant on the *Favorite*, and was afterward employed on the *St. Patrick*, *Colfax*, *Politkofsky*, *Enterprise*, *Queen City* and *Wildwood*.

Fraser, Daniel, engineer, was born in Nova Scotia and began steamboating on Puget Sound in 1882 on the *Politkofsky*, where he was engaged as first assistant and chief four years. He was afterward on the *Sarah M. Renton*, *Fanny Lake*, *George E. Starr* and others.

Fraser, Capt. Lyman H., New Westminster, B. C., was born in Nova Scotia in 1867. He came to the Pacific Coast in 1890 and joined the Fraser River steamer *Telephone* as mate for two and one-half years. He was afterward master of the *Delta* and then took command of the *Telephone*.

Frederick, Capt. Robert, Jr., Bandon, Or., was born in Petaluma, Cal., in 1868 and commenced steamboating in 1889 on the *Restless* on Coquille River. He has since been connected with the *Dispatch* and *Alert*.

Freeman, A., master mariner, Vancouver, B. C., came to Vancouver in 1890 and has since been connected with the *Skidegate*, *Cutch*, *Glide*, *Comox* and *Capilano*.

Freeman, F. W., mate on sailing vessels and steam schooners, was for seven years on the *Helen W. Almy* and has served on other well known vessels.

Freeman, Capt. Joseph, was born in Brewster, Mass., in 1835, began in the marine business in 1851, and has been sailing in various parts of the world since. He lost the ship *Gold Hunter* in the China Sea and with great difficulty reached shore. On returning to the United States he remained ashore four years, and then took command of the ship *Glory of the Seas*, which he has sailed since 1885.

Freeman, T. J., Vancouver, B. C., wharfinger of Union Steamship Company.

Freethy, W. A., master of American bark *Portland Lloyds*.

French, Capt. Austin L., Vancouver, B. C.

French, E. J., engineer, was born in California in 1862 and has been engaged in the marine business since 1882. He has recently been connected with the *Rosalie* on Puget Sound.

French, Capt. G. H., New Westminster, B. C., master of towing steamers.

Frye, Capt. George F., who was on the *J. B. Libby* as purser and master during her early days on Puget Sound, was born in Germany in 1833 and has had but little experience in steamboating. He ran as purser on the *Libby* for about a year, in 1870 had command of the steamer, and as captain and purser ran her about four years. On failing to again secure the mail contract at the expiration of that time, he retired from the water and has not been identified with the marine business since.

Frye, George W., shipping master, Victoria, B. C.

Fuller, C. H., master and pilot, Portland, Or.

Fullerton, Capt. James A., marine superintendent, Vancouver, B. C., was born in England in 1845. He commenced his marine service in 1872 with the Allen steamship line, with whom he remained for sixteen years in charge of their receiving departments at Montreal, Portland, Me., and Boston. He came to the Pacific Coast in 1888 as marine superintendent of the Fairfield Shipbuilding Company of Glasgow, Scotland, who were operating the steamers *Abyssinia*, *Parthia*, *Batavia* and *Danube*. In May, 1891, he left the service of that company and joined the Canadian Pacific Railway Company.

Fullerton, John, master mariner, San Francisco, was born in Ireland in 1857 and has been sailing north from San Francisco since 1879. He was first on the bark *Aureola* for five years and recently on the ship *Yosemite*.

Fulton, Capt. E., New Westminster, B. C., was born in Nova Scotia in 1862. He came to the Pacific Coast in 1888 and purchased an interest in the tug *Swan*, which he ran for a year and then took command of the tug *Iris*. He afterward commanded the tugs *Brunette*, *Vancouver* and *Estelle*, and has recently had charge of the steamer *Coquillam*.

Fussell, Capt. John, was born in Massachusetts in 1858. He commenced steamboating on Puget Sound on the *Fanny Lake* in 1878. He is at present living at Decatur Island, San Juan, Wash.

Gallop, Capt. J. T., was born in England in 1850 and commenced his marine career in that country in 1869. He shortly afterward came to the United States and served in the iron trade on the Great Lakes. He came to the Pacific Coast in 1874 and received his first command in 1881 on the schooner *Vanderbilt*. A year later he went to the barkentine *Monitor*, where he remained for about six years afterward handling the schooner *Mary Dodge* for the same length of time. For the past two years he has had command of the schooner *J. G. Wall*.

Galloway, Frederick Payne, third officer of steamship *Empress of India*.

Gamage, E. H., mate and pilot, was born in Maine in 1868. His first marine work was on the tug *Hunter* on Gray's Harbor in 1884. He has since served on the steamers *South Bend*, *Tom Morris*, *City of Astoria*, tugs *Traveler*, *Ranger*, and other Gray's Harbor and Shoalwater Bay craft.

Gammon, Capt. Abner S., was born in Maine in 1840 and began his marine career at the age of fifteen, sailing to European ports on the ship *Abner Stetson*. He was afterward engaged on the clipper ship *Beverly* and was with her when she was chased by the privateer *Florida*. His first work on the Pacific Coast was on the bark *Cowlitz* in 1882. He has continued sailing in the Northwest since, and has recently had command of the ship *Louis Walsh*.

Gard, Patrick, engineer on Puget Sound steamers, began running as fireman on the *Eliza Anderson* in 1874. He was afterward fireman on the *Glide*, *Olympia*, *George E. Starr*, *City of Quincy* and *Daisy*, and ran as engineer on the steamers *Galena*, *Al Ki*, *Washington*, *Biz*, *W. F. Munroe*, *Fairhaven*, *State of Washington*, *Zephyr*, *Skagit Chief*, *Hassalo*, and tugs *Mogul* and *Sea Lion*.

Gardner, Adelbert, engineer, Portland, Or., was born in New York in 1848. He began steamboating on the Willamette on the *A. A. McCully*, and has since been engaged on a number of well known steamers on the Willamette and Columbia rivers and Cœur d'Alene Lake. He retired from the water a short time ago and is at present one of the engineers of the Portland Fire Department.

Gash, Frederick, Seattle, Wash., was master on a few steamers on Puget Sound in the early seventies. He was on the *Celilo*, *Etta White* and one or two others. Of late years he has not been identified with the business, and is now county commissioner of King County, Wash.

Gasquey, L., steward, San Francisco.

Gates, Al W., mate, was born in Maine in 1859 and has been steamboating on the Columbia River at intervals since 1881. He began on the steamer *Alice*.

Gawler, George, steward of steamship *Warrimoo*.

Genereaux, Capt. E. C., was born in San Francisco in 1872. He commenced his marine service in 1888 and for the past two years has been master and part owner of the schooner *Marion*. He is one of the youngest masters sailing out of San Francisco.

Gettenby, Thomas, mate on sailing vessels, was born in Ireland in 1861 and has been coasting out of San Francisco for the past nine years.

Gibson, George L., master of sailing vessels, Berkeley, Cal.

Gilbert, George, engineer, Victoria, B. C., was born in Edinburgh, Scotland, in 1854. He began his marine service in the Northwest in 1886 and for several years past has been engaged on the steam schooner *Michigan*.

Gilbreath, Oliver, mate on river steamers, was born in Tualitin, Or., in 1857. He commenced steamboating in 1880 on the Government snagboat *Corvallis*, with which he remained for a number of years. He was also on the snagboat *Skagit* on Puget Sound for six years.

Gilchrist, James, Vancouver, B. C., ninth assistant engineer of steamship *Empress of India*.

Gill, J. A., engineer, Victoria, B. C., was born in New Brunswick in 1851 and commenced his marine work as engineer on tugboats on the St. John River. He came to Victoria in 1886 and was employed as chief on the steamer *Woodside*. He was afterward engaged on the steamers *Daisy*, *Cariboo and Fly* and *Velos*.

Gill, Joseph, Vancouver, B. C., mate of steamer *Tepic*.

Gillam, R. W., purser, Seattle, Wash., was born in Minnesota in 1858. He served as purser on steamers on the Missouri River before coming to the Pacific Coast, and since that time has been engaged on all of the steamers of the Puget Sound & Alaska Steamship Company and several of the Oregon Railway & Navigation Company's steamers.

Gilmore, Capt. Charles F., was born in Maine in 1852 and has been in the marine business since 1866. His first work in the Northwest was on the *Hassalo* in 1883. He is at present living at Everett, Wash.

Gilmore, Capt. David, Seattle, Wash., was born in Ireland in 1842. He has been engaged in a number of steamboat ventures on Puget Sound. When the steamer *Edith* was brought to the Sound he was in command for a few months, and also owned the steamers *Hope* and *S. L. Mastick*. He retired from the water a few years ago.

Gilson, George N., engineer, is a native of New York and was running on quite a number of Puget Sound steamers between 1874 and 1879, first being on the *Black Diamond*. He was also on the *Phantom*, *Favorite*, *Despatch* and *Gazelle*, and in 1889 was again running to the Sound on the steamships *Umatilla* and *Willamette*. He retired from the water a few years ago and is now engineer at the Broadway Pumping Station, Lake Washington.

Gjertsen, Andrew, mate and ship-carpenter, was in the lighthouse service on the *Manzanita* for three years. He was severely injured at Tillamook in 1890 and has since been assistant keeper at the North Cove lighthouse.

Glossop, Henry R., Griswold, Wash., steward on Puget Sound steamers.

Goddyn, Adolph, engineer, Victoria, B. C., was born in Belgium in 1862 and served his apprenticeship at Cockerill's shipyard at Antwerp. He came to Victoria in 1888, serving first on the tug *Muriel*.

Goepper, C. M., steward, Santa Anna, Cal.

Goggins, William, engineer, Wenatchie, was born in Wisconsin in 1864 and commenced his marine career on the Red River of the North. He came to the Pacific Coast in 1887 and worked for a short time on the ferry-boat *Rattler* on the Columbia River. He was next on the steamer *Greyhound* on the Sound and has recently been engaged on the *City of Ellensburg* on the upper Columbia River.

Goldsmith, Bernard, Portland, Or., was president of the company that built the locks at Oregon City. He was born in Germany in 1832, and, in connection with the Willamette Locks & Transportation Company, was interested in steamboating for five or six years.

Good, James, master and pilot, Portland, Or.

Goodell, George, engineer, Astoria, Or.

Goodell, T. H., engineer, Hoquiam, was born in Washington in 1868 and has been engineer on Gray's Harbor steamers for the past three years.

Goodwin, John J., engineer of dredge, Victoria, B. C.

Gordon, William S., master, South Bend, Wash., was born in Oregon City in 1865. His first steamboating was on the *Ohio* and *City of Salem*, afterward going from the Willamette River to Shoalwater Bay, where he has been employed on the steamers *Favorite*, *South Bend*, *Tom Morris* and *City of Astoria*. He has also run as master of the steamers *La Camas*, *Alarm* and *Dispatch*.

Gosse, Josiah, pilot, Victoria, B. C., was born in Newfoundland in 1865, and shipped before the mast when a boy. After sailing in various parts of the world, he arrived in Victoria in 1887, and was first employed on the steamer *Yosemite* as quartermaster. He next was mate on the *Sardonyx* and then took the steamers *Winnifred* and *Standard* up the Skeena River, serving as master of the latter vessel for two seasons and afterward holding a similar position on the *Rainbow*. In 1891 he commenced running as pilot on the Vancouver route in the service of the Canadian Pacific Navigation Company.

Goulter, J. R., secretary of the Ilwaco Railway & Navigation Company, has been connected with the marine business as agent and in other capacities on shore since 1875.

Graham, David, mate on sailing vessels, was born in Halifax, Nova Scotia, in 1856, and has been sailing on the Pacific Coast since 1883.

Graham, James, Gardiner, Or., master and engineer, was born in Brooklyn, N. Y., in 1865. He began steamboating on the Umpqua River on the *Arago* in 1880, and was afterward on the *Juno* as engineer and master.

Gralund, John, steward, San Francisco, Cal., has served on the bark *Templar*, schooner *Valley Forge* and tug *Tacoma*.

Grandt, Capt. M. A., was born in Denmark in 1855. He came to the Pacific Coast in 1875 and began sailing in the lumber trade on the schooners *Compeer*, *Twilight* and *W. L. Beebe*. His first command was the steamer *Orion*, where he remained for two years, then going to the *Ida McKay* for nine years. He had command of the steamer *Humboldt* for a few months, and while so engaged was so severely injured by a big sea going over the vessel that it necessitated the amputation of his leg. On recovering he joined the schooner *Occidental*.

Granger, David, engineer, Duwamish, Wash., was first assistant on the steamer *City of Seattle* with Robert Turner and has recently been engaged on the *Rosalie*.

Grant, Capt. William P., New Westminster, B. C., was born in Nova Scotia in 1853, began steamboating on the Fraser River in 1883, and has recently been engaged as pilot on the steamer *Transfer*.

Grasman, John E., bar pilot, Astoria, Or., was born in Sweden in 1855 and began steamboating on the Columbia River on the *Wide West* in 1873. He afterward ran for several years on Columbia River bar tugs and in 1890 was appointed to his present position of bar pilot.

Gray, John Sherman, Gardiner, Or., is interested in the schooners *Sadie*, *Louise* and *Lucy*. He is a great grandson of Capt. John Gray, who was a brother of Capt. Robert Gray, the discoverer of the Columbia River.

Gray, John H., engineer, Vancouver, B. C., was born in Ontario in 1855. His marine service began on the lakes and rivers of the Eastern coast. In 1883 he came to the Pacific Coast and joined the *Western Slope*, owned by William Moore. Mr. Gray has since been engaged on a number of well known British steamers and recently has been employed as chief engineer of the tug *Active*.

Gray, Capt. Robert, Nanaimo, B. C., was born in 1833. He began sailing out of English ports to Calcutta and while in that trade rose to the position of master. He came to San Francisco in 1862 and from there to Nanaimo a few years later, running a small schooner in the coal trade and afterward selling her and working in the mines at Nanaimo as engineer. After remaining there eight years he removed to a farm on Gabriola Island, leaving there in 1875 to take charge of the Government lighthouse, where he has since remained.

Green, Capt. C. E., master of Bowers Dredge No. 4, Portland, Or., was born in Illinois in 1863. His marine work has been confined to dredges and Government work.

Green, John, engineer, was born in England in 1828. He came to the Pacific Coast in 1850 and commenced running on the steamer *North America*. He was afterward on the *Cortez*, running to Panama, for two years, and was for eighteen years in the employ of Ben Holladay, running north most of the time as second assistant. He is at present on the steamship *Yaquina*.

Green, Capt. Theo., Seattle, Wash., was born in Canada in 1849 and has been in the marine business for twenty-three years, mostly on the Atlantic Coast. His first work on the Sound was on the *Idaho* in 1887.

Greenleaf, Capt. E. N., mate and pilot, was born in Maine in 1869. He came to the Pacific Coast in 1884, serving as second mate on the *Umatilla* until she was cast away. He was mate on the steamer *Whitelaw* and also on the *Willamette*, and then came to Victoria in the employ of the San Francisco Bridge Company to build the Point Ellis bridge. Captain Greenleaf has since resided at that place, where he has conducted a shipping office and also had charge of a navigation school.

Greenleaf, Capt. Silas N., was born in Maine in 1837. He first came to the Pacific Coast in 1858 and sailed for a year as mate on the brig *W. D. Rice*. In 1861 he was master of the bark *Ork*, two years later holding a similar position on the bark *George Washington*. He also commanded the ship *Helois* and in 1867 brought the ship *Samoset* from Philadelphia to San Francisco, a year later bringing out the ship *Othello*, with which he sailed foreign again. From 1873 to 1881 he was sailing the ship *Union* in the cotton trade, leaving her for the ship *Fannie Tucker*, which he sailed until 1889. Captain Greenleaf then sold out and retired from the sea and is at present living in Seattle, Wash.

Greenshields, John M., engineer, Victoria, B. C., was born in Scotland in 1861 and commenced his marine career in the Northwest on the tug *Pilot* in 1888. He was afterward on the *Etta White*, *Cutch* and a number of other steamers, and has recently been engaged as chief engineer on the *Joan*.

Gregory, George W., engineer, Hoquiam, Wash., was born in Missouri in 1868 and began in the marine service on Gray's Harbor in 1889.

Griffin, Walter L., mate, Olympia, Wash.

Griffiths, J., master of the ship *Riversdale*, was born in Wales in 1852 and has been sailing to Pacific Coast ports since 1885.

Griffiths, Capt. Thomas H., was born in Wales in 1832. At the age of thirteen he began sailing on a fruiter in the Mediterranean. He came to the Pacific Coast as quartermaster on the steamship *Uncle Sam* in 1853, leaving her and making a trip to Shoalwater Bay on the schooner *Empire*. He continued sailing out of San Francisco as mate until 1860, when he was given command of the schooner *Coquette*. He sailed as master in the Bodega and Mendocino lumber trade until 1881, when he commenced running to the Sandwich Islands, and with the exception of occasional trips to Puget Sound has been in the Island trade since that time.

Grimsley, J. H., engineer, was born in Jacksonville, Ill., in 1839. He began his marine career on the steamer *Union* in 1864, running on the Willamette River, and for twenty-four years served on different steamers on the upper and lower Columbia and Willamette rivers. He is at present engineer on the steamer *Aberdeen*, running between Seattle and Olympia.

Gritman, W. L., purser, was born in Illinois in 1866. He commenced steamboating on Puget Sound in 1886 and has since been engaged on nearly all the leading steamers on the Sound.

Groat, Capt. John, Empire City, Or., was born in Scotland in 1860. He came to this country when a boy and has been in the employ of the Government since 1881, most of the time on dredges and in connection with lighthouse work. He is at present connected with the steamer *General Wright*.

Grubbs, C. W., engineer, Portland, Or.

Grumlund, Claus, was born in Sweden in 1854. On coming to the United States he sailed out of New York ports until 1882, when he came to Portland and commenced work on the steamer *Joseph Kellogg*. He was afterward engaged on the *A. A. McCully*, *Telephone* and *Altona* as fireman, and for the past two years has been second assistant engineer on the steamers *Elwood* and *Dallas City*.

Gudmansen, A. B., master of schooner *Roy Sommers*, San Francisco.

Gunderson, C. G., steward, began running out of San Francisco on the *Ajax* in 1873, and, with the exception of a trip to Liverpool, England, on the *McNear*, has been on coasting vessels and river steamers since that time. He retired from the water about 1890 and is now living at Port Townsend, Wash.

Guns, Thomas S , mate, Victoria, B. C.

Guptil, F., Seattle, Wash., purser of steamer *Rosalie*.

Guptil, Fred L., engineer, was born in Wisconsin in 1867 and commenced steamboating on Puget Sound on the *North Pacific* in 1886.

Gustafson, Capt. E., Shelton, Wash., was born in Sweden in 1854 and has been steamboating on Puget Sound since 1883, beginning that year on the *Rip Van Winkle*.

Haaven, Iver, engineer, Astoria, Or.

Hackett, Harry A., engineer, Albina, Wash., has served on the steamers *Albina*, *Veto*, *Cyclone*, *Daisy Andrus*, *Hattie Belle* and *Stark Street Ferry*.

Hackett, M. A., master and pilot, Portland, Or.

Hadlock, Samuel, mate, Portland, Or.

Hadlung, William, engineer, Seattle, Wash.

Hague, Charles J., engineer, Vancouver, Wash., has been engaged in the marine business for about fifteen years, most of which were spent on the steamers of the Vancouver Transportation Company. For the past five years he has been chief engineer of the Portland & Vancouver Railroad Ferry.

Hale, W. S., engineer, Seattle, Wash., has been steamboating on Puget Sound for eleven years, commencing on the steamer *Addie* in 1884. In 1885 he was on the steamers *Biz*, *Celilo* and *Nellie*, and has since been engaged on the *Willie*, *Rip Van Winkle*, *Tacoma* and *Katie* on the Sound, and on the *Lone Fisherman* and *Alaskan* in Alaska waters. He has recently been connected with the *Rainier* on the Hood's Canal route.

Hall, A. L., first officer of steamship *City of Puebla*, was born in Maine in 1868. His first work on the Pacific Coast was on the *Ancon* in 1888.

Hall, A. W., mate on sailing vessels, was born in Massachusetts in 1856. He has been sailing out of Pacific Coast ports since 1876, most of the time in the lumber trade, and has run for a long time on the ship *Glory of the Seas*.

Hall, Capt. J. T., was born in Polk County, Or., in 1859. He commenced steamboating on Coos Bay in 1884 and was engaged on the *Coos*, *Myrtle*, *Satellite*, *Restless*, *Mountaineer*, *Yarro* and others. In July, 1894, he was appointed deputy collector at Empire City and retired from the water.

Hall, Capt. Otto V., Ilwaco, Wash., was master of the steamer *Volga* and built and ran the steamer *Hattie* for a short time.

Hall, Richard, Victoria, B. C., retired purser, was born in San Francisco in 1852. He was purser on the steamer *Gertrude* on the Stickeen River for two years and held a similar position on the steamer *Grappler*. Mr. Hall has recently been interested in the sealing schooners *Geneva*, *Ocean Belle* and *Ainoko*.

Hall, Capt. Robert, Port Townsend, Wash., has been engaged in the marine business for fourteen years. He was master of the tugs *Discovery* and *Katie* in 1891 and 1892, and has recently been employed as mate on the tug *Tyee*.

Hall, W. A., engineer, Astoria, Or.

Halligan, M. C., steward, Olympia, Wash.

Haner, William, steward, Portland, Or.

Hanke, Christ, engineer, Astoria, Or.

Hanley, John, engineer, was born in New York in 1834. He first worked on the old steamship *Columbia* with Captain Dall, and afterward was on the *Independence* on the Willamette River in 1858. He is at present engineer at St. Vincent's Hospital in Portland, Or.

Hannah, John, steward, New Westminster, B. C.

Hannegan, William J., purser, Whatcom, Wash., was born in Chicago in 1862. He has been engaged on the steamers *Josephine*, *Wasco* and *Idaho*, and also as agent for the Pacific Navigation Company.

Hansen, Capt. Bernard, was born in Norway in 1853 and came to the Pacific Coast on an English ship in 1871, joining the Hawaiian bark *Queen Emma* at San Francisco. In 1876 he was mate of the schooner *Golden Gate*, and after running in that capacity for ten years was given command of the schooner *W. S. Phelps*. In 1889 he took the schooner *J. Eppinger*, going from her to the schooner *Addie*, where he has been engaged for the past four years.

Hansen, Edward, engineer, Empire City, Or.

Hansen, F., mate of steamer *Protection*.

Hansen, H. J., mate and master of sailing vessels, was born in Norway in 1862. He has served as master of the schooners *Jennie Thelin* and *Reliance*, and has recently been engaged on the schooner *Eclipse*.

Hansen, Harry, steward, San Francisco.

Hansen, Capt. L., San Francisco.

Hansen, Capt. Lars, master of sailing vessels, was born in Norway in 1854. He has been engaged in the marine business for twenty-five years, has been sailing coastwise out of San Francisco since 1884, and is at present master of the schooner *Jennie Thelin*.

Hansen, Capt. Lewis, was born in Denmark in 1866, commenced his marine service on the North Sea, and came to the Pacific Coast in 1887, joining the schooner *Barbara Boscowitz*. In 1888 he was second mate of the schooner *Tillamook*, remaining there as mate and second mate four years. He then took command of the steamer *Laguna* for a year, when he returned to the *Tillamook* as master.

Hansen, Capt. N., was born in Denmark and has been sailing on the Pacific Coast since 1885, beginning on the bark *Shirley*. He has served on the *Spartan*, *Melancthon* and *James Cheston*, and since 1887 has had command of the barkentine *Quickstep*.

Hansen, Olof, mate, Hoquiam, Wash., began steamboating on the Columbia River on the *Willamette Chief* in 1877. He was engaged on nearly all the Columbia River steamers until 1886, when he went to Gray's Harbor. He has since been employed on steamers in that vicinity, and has recently been engaged as mate on the tug *Traveler*.

Hanson, Albert, mate on sailing vessels, was born in Norway in 1865. He has been coasting north from San Francisco since 1882, and has recently been engaged on the bark *C. B. Kenney*.

Hanson, Capt. G. P., was born in Denmark in 1862 and has been coasting out of San Francisco since 1885. He has been master of the schooners *Charles G. Wilson*, *Letitia*, *Norma*, barks *C. B. Kenney* and *Prussia*.

Hanson, J. J., master and pilot, Seattle, Wash., is owner of the steamer *Hattie Hanson*.

Hamilton, Capt. John, was born in Kentucky in 1858 and came to Puget Sound in 1880. He was first engaged on the steamer *Chehalis* and has since been on the *Josephine*, *Planter*, *James McNaught*, *Glide* and *Indiana*, having owned and commanded the latter steamer for the past three years.

Hamilton, John Edward, mate, Vancouver, B. C.

Hamlin, W. L., engineer, Wallula, Wash., has been steamboating on the upper Columbia since 1879, running as engineer on the *Belle*, *Lizzie Linn*, *Seaside*, *Alkali*, *Rattler* and *Uncle Richard*.

Harde, Capt. B., was born in Germany in 1853 and commenced his marine service at the age of fourteen. He came to the Pacific Coast in 1870 and has had command of the schooners *D. C. Harkins*, *Ida Florence* and *Dauntless*. He has been connected with a number of other small vessels, but at present has retired from the water and is living in San Francisco.

Harding, Capt. N. S., was born in Massachusetts in 1842. He came to the Pacific Coast on the ship *Grace Darling* nearly twenty years ago, but returned and did not come out again until a few years ago. He is at present on the ship *America*.

Hardwick, Capt. Edward N., was born in San Francisco in 1862 and has been sailing out of his native port since boyhood. He was with the brig *Deacon* for nearly seven years in various capacities, and in 1887 was given command of the schooner *Barbara Hemster*, which he ran in the coasting trade four years, leaving her for a position as first officer on the steamer *Cleone*. He was next on the steamer *Silver Spring*, first as mate and then as master, unfortunately losing her two months after taking charge. He is at present master of the steamship *Navarro*, of which he is part owner.

Hare, James W., engineer, Astoria, Or.

Harlow, Capt. F. C., was born in Bangor, Me., in 1847. His first lessons in steamboating were received on the Oregon Steam Navigation Company's boats, running on the Columbia. Captain Harlow still serves on the river, and is now on the Milwaukie Ferry.

Harlow, F. C., Jr., engineer, Milwaukie, Or.

Harman, Thomas, a submarine diver, has followed his calling since 1858. Among the sunken and leaking vessels which he has raised, or repaired beneath the waves, were the steamers *Otter*, sunk at Fort Rupert, *Al Ki* at Bell-chain Reef, *Hylton Castle*, *Sardonyx*, *Walla Walla*, *Empire*, and scores of sailing vessels. The most historical wreck that ever engaged his services was the old English line-of-battle ship *Boyne*, burned and sunk at Spithead in 1775. Just short of a hundred years afterward the Government officials, finding her hull was an obstruction, sent Mr. Harman and another diver to blow her up. They found the oak frame of her hull black as jet and as hard as iron, with the copper bolts as sound as the day they were made. For the last quarter of a century Mr. Harman has made his home at Victoria, B. C.

Harmon, George, engineer, Astoria, Or.

Harney, James W., engineer, was born in Middletown, Conn., in 1849, his first marine work being on the steamer *Elm City* on Long Island Sound. He afterward ran between New York and New Orleans and about 1875 came to the Pacific Coast. He has been engaged most of the time since on river steamers, but has made several trips between the Columbia and Puget Sound on river steamers, his last work of this kind being on the *Hassalo*.

Harper, Capt. Joseph, was born in Ireland in 1833 and served his time in the north of England, afterward sailing out of Liverpool. He came to the Pacific Coast in 1858, sailed for a time in the Sandwich Islands trade, and then built the schooner *Ringleader* at Nanaimo for trading purposes. He ran as master of her for five years and then disposed of her to Bradley of San Juan Island. He then went to Departure Bay, where he has lived for the past twenty-three years, during which time he has made only a few trips to sea. He took command of the schooner *Black Diamond*, running to Sitka, for the Vancouver Coal Company. On his last trip the vessel was plundered by the Indians and everything movable taken.

Harriman, Cyrus, bar pilot, Astoria, Or.

Harriman, Capt. J. H., was born in Stockton, Me., and came to the Columbia River in 1883 on a sailing vessel. He left her at Astoria and commenced tugboating on the Columbia bar, where he remained several years, most of the time as one of the State pilots. When the pilot schooner *C. G. White* left the bar, Captain Harriman went to Puget Sound, where he has since had command of a number of different steamers.

Harrington, M. H., San Francisco, master of schooner *Omega*, has been sailing on the Pacific Coast since 1878.

Harris, William E., engineer, was born in Oregon in 1852 and began steamboating on the *Henrietta* in 1876. He ran as chief engineer on several river steamers until a few years ago, when he retired from the water and has since followed the profession of mechanical engineering in Portland. At the present time he has charge of the engineering department of the Portland Ice Company.

Harrison, James, San Francisco, steward steamer *Cleone*.

Haskell, George, fireman, Victoria, B. C.

Haslam, Harry, mate, was born in England in 1864 and served four years in the British Navy as midshipman. He came to the Columbia River in 1882 and commenced steamboating on the *Manzanillo*. He has recently served on a number of small steamers around Astoria.

Hastings, Captain Joseph B., was born in Ireland in 1853 and spent several years on British sailing vessels. He has been engaged in the deep-water trade most of his life. After leaving the whaleback *C. W. Wetmore*, which he brought to the Pacific Coast, he purchased the steamer *Idaho*, which he ran for a short time. He afterward joined the new whaleback *City of Everett* as second officer.

Hatch, Capt. A. J., was born in Connecticut in 1841 and commenced his marine service between New York and Boston in 1858. He came to the Pacific Coast in 1863 as mate on the ship *Favorite*. He sailed foreign from San Francisco until 1885, when he came out as chief officer on the *City of Topeka*, leaving her to take command of the ship *Seminole*, which he sailed for two and a half years. He then took charge of the five-masted schooner *Louis*, where he has remained for the past seven years.

Hatherly, Thomas W., Salmon Arm, B. C., engineer, Columbia & Kootenai Steam Navigation Company.

Hawes, R. C., seventh assistant engineer of steamship *Empress of China*, was born in Liverpool in 1862. He served an apprenticeship at the Foxhall Foundry of that city and then joined the tramp steamer *City of Manchester* as second assistant. He sailed on different steamships until 1888, when he came to Vancouver and joined the steamer *Mamie* as chief engineer, afterward serving on the *Mermaid*, *Etta White*, *Active*, and a number of others. For the past few years he has been connected with the Royal Mail steamships *Empress of China* and *Empress of India*. Mr. Hawes was one of the organizers and was president of the Vancouver Marine Engineers' Association.

Hayden, Capt. Eugene, Portland, Or.

Hayden, H. H., shipbuilder, Vancouver, B. C.

Hayes, Capt. James M., was born in New York City in 1857. He came to the Pacific Coast on the American ship *Samuel Watts* in 1876 and on arrival entered the coasting trade. For the past fifteen years he has been in the employ of the Alaska Commercial Company as master of the schooners *Pearl*, *Matthew Turner*, *Dora* and *Bertha*, and is still in command of the latter.

Hayter, William J., engineer, Seattle, Wash., began steamboating on Puget Sound in 1870 and followed the business there for several years, running on many of the pioneer steamers. He retired from the water many years ago and for some time has been employed in the Seattle Fire Department.

Headley, William E., San Francisco, steward of steamer *Rival*.

Heard, T. M., engineer, New Westminster, B. C.

Heath, James, fifth assistant engineer of steamship *Empress of China*.

Heckman, E. A., mate on sailing vessels, began on the *Western Shore* in 1878. He has since been employed on the leading sailing vessels in the coasting trade, and has recently been connected with the bark *Alexander McNeill*.

Hedges, W. F., Kalama, Wash., pilot of steamer *Tacoma*.

Hemstreet, C. H., engineer, Tillamook, Or., has been engaged on the steamer *Garfield* for several years.

Hendee, S. B., purser, was for many years in the employ of the Oregon Railway & Navigation Company and was chief clerk in the superintendent's office during the Pegram *régime*. He has recently been running on the *George W. Elder*.

Henderson, Capt. H., was born in the Shetland Islands in 1849. He commenced sailing coastwise out of San Francisco in 1878 as mate on the schooner *Montana*, holding a similar position on the schooners *Alice Buck*, *Starlight* and *Kodiak*. His first command was the schooner *Martha Tuft* in 1883. He then took charge of the schooner *W. L. Beebe*, with which he made the trip between San Francisco and Humboldt in twenty hours from dock to dock, the fastest ever known. After sailing the *Beebe* for over two years he took command of the schooner *William Renton*, leaving her five years ago to take his present vessel, the four-masted schooner *Golden Shore*.

Henderson, Capt. L. F. B., was born in Norway in 1858 and began sailing out of the ports of that country when a boy. He came to the Pacific Coast in 1875 on the ship *Emily Farnum*, leaving her for the bark *Arkwright*. He was with the ship *Alexander Gibson* for five years, rising to the position of master on the death of Captain Stevens. He was afterward second mate on a number of small coasting schooners, and in 1891 was mate on the Columbia River lightship, remaining there for two years. Captain Henderson then went to San Francisco, where he was engaged for a while as mate on Whitelaw's wrecker, and after her destruction by fire took command of the tug *Kate O'Neil*.

Hendricks, R. A., engineer, South Bend, Wash.

Hennessey, Capt. A. F., Seattle, Wash., was born in Boston in 1864 and commenced steamboating on the Sound in 1886. He has been engaged on the steamers *North Pacific*, *Goliah*, *Olympian*, *Flyer*, and nearly all the Oregon Railway & Navigation Company's fleet.

Henspeter, Capt. Henry, was born in Germany in 1831. He came to Puget Sound in 1871 and ran a trading sloop for several years. At present he is living at Semiahmoo, Wash., where his son, Capt. C. H. Henspeter, has also been engaged in local marine ventures.

Herald, J. H., engineer, Portland, Or.

Heritage, John A., Vancouver, B. C., eighth assistant engineer of steamship *Empress of India*.

Hermida, Augustin L., steward, has been on most of the old-time steamships running on the coast since 1853, when he arrived in San Francisco and joined the *Sierra Nevada*. He is at present chief steward on the *Arago*, running between Coos Bay and San Francisco.

Herrington, F. S., master and pilot, Ballard, Wash.

Hewitt, Alfred A., engineer, Victoria, B. C., was born in Ireland in 1860 and has followed the water since 1880. He commenced his service in the Northwest on the *Princess Louise* in 1889 and has recently been engaged on the tug *Lorne*.

Hibbert, John, boiler-maker and engineer on steamship *Empress of China*, was born in England in 1857. After serving an apprenticeship of seven years he sailed in various parts of the world on steamships, finally coming to Vancouver with the *Empress of China*, with which he has since remained.

Hicks, Charles, retired engineer, Seattle, Wash.

Higgins, James F., who was one of the crew of the *J. R. Whiting*, is still in active service on the coast, being at present master of the schooner *Excelsior*. He was born in Massachusetts in 1837, and when not at sea makes his home at West Berkeley, Cal.

Hill, P. G., Tacoma, Wash., chief engineer of steamship *Tacoma*, has been connected with the marine business for thirteen years, and has been running in the Northwest since 1892.

Hiller, Samuel, engineer, Allyn, Wash.

Hitchcock, Francis, mate.

Hoar, R. B., mate, was born in New Brunswick in 1861. He came to the Pacific Coast in 1889 and has since served on the steamers *Delaware*, *R. Dunsmuir*, *Cutch*, *Capilano*, *Tepic* and others.

Hoch, Basil, purser of steamship *Empress of India*.

Hogan, P. V., steamship mate, was born in Nova Scotia in 1869 and began sailing out of Baltimore, Md., when a boy. He came to the Pacific Coast in 1884, sailed for a short time on the barkentines *Tam O'Shanter* and *Portland* in the coasting trade, and then joined the steamship *Alexander Duncan* as second officer, subsequently holding a similar position on the steamers *Laguna*, *Haytian Republic* and *Bonita*. He has also served as third officer on the steamships *City of Topeka* and *Corona*, and for the past eighteen months has been engaged on the steamship *Arago*.

Hogan, W. F., engineer, was born in California in 1862. He began his marine career on the Panama route, running four years on the steamship *Colima* as water-tender and oiler, then going to the *Queen of the Pacific* as third assistant engineer and afterward running as second assistant for two years. He then went as second assistant on the steamship *San Pedro* for a year and as first assistant for three years. He was next chief of the steamer *Emily* four years, leaving her for the steamer *Homer*, on which he ran for six months. Soon after the whaleback *C. W. Wetmore* was placed in the coasting trade, he joined her as engineer, but on his first trip the vessel was wrecked near Coos Bay. Since then he has remained on shore and for the past two years has been engineer at the Olympic Club.

Holbrook, Horace, engineer, Coupeville, Wash., was born on Whidby Island in 1863. He has served on the steamers *Seattle*, *Edna* and *Edison*.

Holden, R., purser, was born in San Francisco in 1869. He commenced his marine service in 1883 as a seaman on the bark *Lindores Abbey*, and was afterward storekeeper on the steamship *China* and freight clerk on the *Alexander Duncan*. For the past two years he has been engaged as purser on the steamers *Arcata* and *Arago*.

Holland, William, engineer, was born in New York City in 1853. He began running on steamships out of San Francisco in 1878, and since then has worked on the *Ancon*, *Grenada*, *City of Rio de Janeiro*, *Columbia*, *Mexico*, *State of California*, *Zealandia*, *Haytian Republic*, *Colima* and *Truckee*, and also on the steamer schooners *Signal* and *Alcatraz*. He served for a few months on Puget Sound with Captain Beecher on the steamer *J. B. Libby* and has recently been engaged on the steamer *Homer*.

Hollander, Samuel, engineer, Vancouver, B. C., was born in Sweden in 1862. His first work was on the Baltic Sea, where he engaged in the coasting business as fireman and engineer for nearly three years. He came to the United States as third assistant engineer on the tramp steamer *Charleston*, afterward spending several months with the Cunard and Lambert & Holtz steamship lines. He arrived in British Columbia in 1882 on the bark *Stormy Petrel* and soon engaged in the machine shop and repairing business, placing the machinery in the steamers *Dreadnaught*, *Eliza Edwards*, *Mermaid* and others. He also ran for a short time as engineer on the steamer *Skidegate*.

Holman, A. G., mate on sailing vessels, San Francisco.

Holman, B. F., Portland, Or., steamboat agent.

Holman, Herbert, Portland, Or., agent of the Joseph Kellogg Steamboat Company, was born in Cowlitz County, Wash., in 1859 and has been connected with Kellogg's steamers for the past fifteen years.

Holmes, Capt. William E., was born in London in 1857. He reached Victoria in 1875 on a sailing vessel, and on his arrival secured employment on the tug *S. L. Mastick*, subsequently serving on the steamers *North Pacific*, *Otter*, *Annie Stewart* and *Isabel*. In 1877 he was mate of the steamer *Idaho*, and then returned to Victoria and was employed on the steamers *Otter*, *Beaver*, *Grappler*, *Wilson G. Hunt* and *Alexander*. Since March, 1886, he has run on the steamer *Florence*, used as a water boat at Esquimalt.

Honeyman, Charles, marine surveyor, Nanaimo, B. C., was born in Scotland in 1847 and has been engaged in the marine business since 1860, most of the time between Liverpool and New York. He came to the Northwest in 1885.

Hoover, Samuel, ship-carpenter, Fairhaven, Wash., has served on the schooner *R. J. Morse* and the steamers *Wasco* and *Dispatch*.

Horn, Capt. A. W., was born in Maine in 1849 and commenced steamboating on Puget Sound in 1884. For the past few years he has been in the employ of the Hastings Steamboat Company as master of the *Willapa* and *Garland*.

Horner, A. L., Portland, Or., manager of the Bowers Dredge Company.

Horton, Leander, San Francisco, engineer of sternwheeler *Relief*.

Horton, Robert J., Victoria, B. C., was born in London in 1834 and began sailing out of that port in 1851. He followed his calling in the Black Sea during the Crimean War and was in the merchant marine during the war with China. He came to Victoria in the sixties and entered the service of the Hudson's Bay Company as mate on the *Otter*, on which he served from 1861 to 1866. Mr. Horton has remained with that company since, serving in various capacities.

Hoskell, Capt. Mark, was born in Maine in 1853 and has been sailing coastwise from Pacific Coast points since 1874. He has recently had command of the bark *B. P. Cheney* in the Nanaimo coal trade.

Howard, C. G., steward, San Francisco, was born in the West Indies in 1850. He has been sailing north from San

Francisco since 1882 and has recently been engaged on the steamer *Protection*.

Howland, Capt. James E., master of the ship *Invincible*, has been engaged on the Pacific Coast in the coasting and deep-water trade for thirty years.

Howland, John, engineer, San Francisco, was born in New York in 1863 and has been running on the Pacific Coast for about nine years. He has been employed in the Northwest on the steamers *J. B. Libby* on Puget Sound and the *General Miles* on the Columbia, and has recently been engaged on the steam whaler *Jeannette*.

Hoyt, Capt. Henry L., who was interested in the *Multnomah*, was born in Warren County, N. Y., in 1823 and came to California in the early fifties. His first marine work on the coast was on the steamer *Huron*, running between San Francisco and Sacramento. After serving there a while he went to the San Joaquin River and then to Oregon. He remained with the *Multnomah* for several years, and after she went out of existence was interested in various other steamboat ventures. For the past few years he has been living at Oakland, Cal.

Hubbard, L. H., Alameda, Cal., master of barkentine *S. N. Castle*, was born in Maine in 1838. He came to the Pacific Coast in 1862 and was for a long time in Flavel's employ as bar pilot on the Columbia River. For the last sixteen years he has been sailing between San Francisco and Honolulu, having made nearly ninety voyages to the Islands.

Hufman, Frank M., engineer, Seattle, Wash., was born in Elgin, Ill., in 1856, and followed steamboating on the Mississippi River for nearly ten years, running between St. Louis and St. Paul. He came to Puget Sound in 1889, and, after following the water a short time, was appointed engineer of the Union Electric Light & Power Company.

Hughes, A. D., engineer, Portland, Or.

Hughes, Capt. C. B., Hoquiam, Wash., was born in Maine in 1859 and came to the Pacific Coast in 1877. He was for a long time mate on the bark *Rival* and schooner *James A. Garfield*. His first command was the schooner *Rebecca*, which he sailed for three years, and then went to the *Jessie Nickerson*. When the *Pioneer* was built at Gray's Harbor, Captain Hughes secured an interest in the vessel and took charge, remaining with her until she was lost in 1894. He then purchased an interest in the *J. M. Weatherwax*, which he is still sailing in the lumber trade.

Hughes, Edward C., Astoria, Or., ex-purser of Holladay's steamships.

Hughes, Capt. H. M., Seattle, Wash., was born in England in 1846. He came to the Pacific Coast in 1871 and began running on the steamship *Constantine*. He has since been engaged on a number of small steamers, recently having command of the *Beaver*.

Hunt, Capt. E. E., Tacoma, Wash., is a native of Michigan. He commenced his marine work on Puget Sound in 1883 with the steam launch *Baby Mine*, carrying the mail to Artondale. He was afterward connected with the *Susie*, *Victor* and other small steamers.

Hunter, Joseph, mate, was born in Boston, Mass., in 1851. He has been engaged in the Pacific Coast trade since 1877, serving on the *General Butler*, *Raphael*, *Mount Washington*, *Chehalis*, *Detroit* and others.

Huntington, Thomas, engineer, was born in New York in 1850. He came to the Pacific Coast in 1870 and began running between San Francisco and Portland on the *John L. Stephens*, going from her to the steamer *Constitution*, where he served for two years on the Panama route. He was also on the steamer *Montana* on the same route, next ran to Humboldt on the steamship *Pelican*, and then on the *Mohongo*, running to San Diego. From her he went to the steamship *Colorado*, running to China, for a few months, and then joined the *City of Sydney*, from San Francisco to Australia. Leaving deep-water vessels, he ran for a few months on Sacramento River steamers. In 1883 he joined the tug *Richard Holyoke* and worked with her on Puget Sound for six months, returning to San Francisco as chief of the tug *Millie*. He was afterward on the tug *Relief*, steamer *Sonoma*, and other vessels, for several years. Mr. Huntington left the water a few years ago to take the position of assistant engineer at the United States Mint at San Francisco, where he remained for a year, and then returned to the steamer *Caroline*, where he is now employed.

Hurd, Capt. A. F., Florence, Or., was born in Maine in 1856. His first marine experience on the Pacific Coast was as seaman on the schooner *Smilax* in 1883. He remained on sailing vessels for about three years and was then interested in the steamer *Mary Hall*. At present he is handling a mail contract with the steamers *Coos* and *Mink*.

Husar, Christian, engineer, was born in Norway in 1852. He began running out of San Francisco in 1877 on the steamship *City of New York*, leaving her three years later to join the steamer *Goliah* as first assistant engineer. He left the *Goliah* in a short time, and worked for nearly four years in the iron works at Seattle and Victoria, remaining ashore until 1887, when he joined the steamship *Wilmington*. Since then he has been on the steamers *City of Chester*, *Warrior*, *San Pedro*, *Cosmopolis*, *Santa Maria*, *Silver Spring*, *National City* and *North Fork*, running as first assistant on nearly all of them and at present holding that position on the latter.

Huston, William, engineer, Victoria, B. C., was born in Scotland in 1859. He has been steamboating in British Columbia since 1887.

Hutchinson, John Warner, was born aboard a ship in the Indian Ocean in 1833. In 1861 he shipped before the mast on the bark *Ann Perry*, running in the lumber trade between San Francisco and Puget Sound ports. He continued on this route for a number of years on different vessels, among them being the brig *Tanner*, barks *Live Yankee* and *Samuel Merritt*, first as second mate and then as mate. He retired from the water some years ago and is now living at Port Townsend, Wash.

Hutman, P., San Francisco, master of schooner *Czar*.

Hyde, Alexander, engineer, San Francisco, was born in Ireland in 1860 and has been engaged in the marine business since 1878. He came to the Pacific Coast in 1889 and is at present second assistant on the steamship *Wellington*.

Ipsen, Capt. M. A., was born in Denmark in 1855. He has been sailing on the Pacific Coast since 1883, when he began on the schooner *Reporter*. He has since been engaged on the brig *Salina*, *Lurline*, *Courtney Ford*, bark *Julia Ford*, barkentine *Ella*, schooner *John G. North*, and for the past few years has had command of the four-masted schooner *Olga*.

Ironmonger, Arthur Edward, steamship purser, was born in England in 1878 and came to the Northwest in 1887.

Irving, Robert, was born in Ontario in 1849. He began steamboating on the *Reliance* in 1877, remaining with her and the *Royal City* as purser for over a year, then going to the Hudson's Bay Company's steamers *Enterprise* and *Princess Louise*. He was afterward on the *Western Slope* for a short time and left there to take charge of the Hudson's Bay Company's dock, where he was engaged for three years. He then began running on the Puget Sound steamers *North Pacific*, *George E. Starr* and *Olympian*, remaining with the Oregon Railway & Navigation Company as purser for two and a half years and as agent at Victoria for three years, leaving them to enter the employ of the Canadian Pacific Navigation Company.

Ivanny, James, mate, Vancouver, B. C.

Iverson, John, mate on sailing vessels, San Francisco.

Jackling, W. B., engineer, was born in Illinois in 1885 He began steamboating on Puget Sound in 1877 on the *Celilo*. He also ran on the *Wilmington* for a number of years and on the *Haytian Republic* while those two steamers were engaged in smuggling, Jackling unfortunately becoming implicated in the trouble. He is at present living in Seattle, Wash.

Jackman, Capt. Thomas, Port Townsend, Wash., was born in England in 1834. He came to this country when a boy and to the Pacific Coast in 1849. His first marine work on this coast was on the old revenue cutter *Jeff Davis*, where he filled the berth of master-at-arms for two years, while she was stationed at Port Townsend. He was afterward transferred to the revenue cutter *Joe Lane*, having charge of her during 1863. Leaving the revenue service he carried the mail between Dungeness, Port Townsend and Port Angeles for three years. He was afterward appointed to a position in the Port Townsend customhouse.

Jackson, Albert, engineer, was born in Oregon City, Or., in 1853, and began steamboating on the upper Columbia in 1869 on the *Tenino*, going from her to the *Yakima*, on which he was running when she sank. Mr. Jackson has since worked on nearly all the steamers of the Oregon Steam Navigation Company and their successors, and at present is engaged on their boats out of Portland.

Jackson, Andrew, mate on sailing vessels, was born in Finland in 1863. He commenced coasting north from San Francisco in 1883 on the bark *Montana* and has recently been engaged on the schooner *Laura May*.

Jackson, C., mate on sailing vessels, was born in Norway in 1856. He has been sailing north out of San Francisco for fifteen years, and has been engaged at different times on the *Don Carlos*, *Harvester*, *Kennebec*, *General Fairchild* and *Albert*. At the present time he is master of the latter vessel.

Jackson, C. W., master of the bark *Prussia*, is a native of Maine. After sailing out of Atlantic ports for several years, he came to San Francisco and began in the coasting trade with the bark *Adelaide Cooper*. He has since commanded a number of well known coasting sailing vessels.

Jackson, G. A., engineer, San Francisco.

Jackson, G. Arthur, San Francisco, engineer of steamer *South Coast*.

Jackson, George, San Francisco, was one of the crew of the *Pacific* when she was brought around from the East. He has followed the sea on the coast since that time and is at present steward on the bark *Oregon*.

Jackson, Capt. Henry F., Seattle, Wash., agent of the Northwestern Steamship Company.

Jackson, John, master of sailing vessels, San Francisco.

Jacobs, Capt. J. D., was born in Germany in 1846 and came to the Pacific Coast in 1859. His first command was the schooner *Undaunted*. He was afterward in charge of the schooner *Edith* for fourteen years, and has since commanded the steamers *Whitesboro*, *Tillamook* and *Westport*, having had charge of the latter for seven years.

Jacobsen, J., master of sailing vessels, has been in the coasting trade north of San Francisco since 1880. For the past three years he has been master of the *Maggie C. Russ*, engaged in the lumber trade.

Jacobson, Capt. H. R., was born in Denmark in 1842. He began sailing on the Atlantic Ocean and Baltic Sea when about fourteen years old, and in 1868 came to the Pacific Coast, where he was first connected with the schooner *Queen of the Bay*, running out of San Francisco. He is at present on the schooner *H. C. Wright*.

Jaggy, Capt. John J., Vancouver, Wash., was born in Boise City, Idaho, in 1864. He commenced in the marine service on the Government steamer *Dispatch* in 1882, and for the past ten years has been engaged in the ferry service as master of the *Vancouver* and other steamers.

James, David, master mariner, Wellington, B. C., was born in Wales in 1844 and came to the Northwest in 1889. He has been engaged in the marine business for thirty years.

Jamieson, Magnus, mate, Sapperton, B. C.

Jancke, Frank, steward, San Francisco.

Jansen, C. L., engineer, was born in Denmark in 1854. He served his apprenticeship at Copenhagen, came to New York in 1875, and from there to the Pacific Coast, where he joined the steamship *Dakota*, running north with her as fireman and oiler for two years. He was afterward on the steamers *City of Sydney* and *City of New York*, leaving there and working ashore for six years. He then entered the tugboat service as chief of the *Ranger* and later of the *Mary Ann* on Humboldt bar. He was subsequently chief of the steamships *Lakme* and *Noyo* and for the past two years has been filling the same position on the steamer *Weott*.

Jarrett, Charles, mate of the schooner *Jessie Matson*, was born in San Francisco in 1857 and has been sailing north from there since 1880.

Jeffrey, William L., master mariner, Nanaimo, B. C., was born in Monmouth, England, in 1842 and began going to sea at the age of fourteen. After sailing in various parts of the world, he came to the Pacific Coast in 1873 and began sailing between San Francisco, Puget Sound and British Columbia ports. He retired from the water several years ago.

Jensen, C., San Francisco, master of schooner *Lena Sweasey*.

Jensen, Charles, mate on sailing vessels, San Francisco.

Jensen, J. A., mate, Seattle, Wash., was born in Denmark in 1851 and has held master's papers since 1874. In the Northwest he has been connected with the steamers *Dolphin*, *Alliance*, *T. J. Potter*, *North Pacific*, *Sehome* and others.

Jensen, L. P., The Dalles, Or., master of steamer *Queen*.

Jensen, M. C., retired master, Seattle, Wash., was born in Denmark in 1854. After sailing in various parts of the world, he came to Seattle in 1887. Since his arrival he has been engaged mostly in shipbuilding.

Jensen, Capt. Ole, was born in Norway in 1854 and came to Puget Sound in 1870. He was on the schooner *Yukon*, surveying in Alaska, was afterward second mate and mate of a number of well known coasting schooners, and in the latter part of the seventies was given command of the schooner *Columbia*. Since then he has had command of the steamers *West Coast*, *Newsboy*, *Mendocino* (which was lost on Mendocino bar), *Active*, *Record*, schooners *Alice Kimball*, *Daisy Rowe*, *James Townsend*, *Free Trade* and *Gotama*, being in command of the latter at the present time.

Jensen, Capt. T. A., Seattle, Wash., owner of the tug *J. E. Boyden*, was born in Norway in 1853 and began steamboating on Puget Sound on the *James Mortie* in 1872.

Jewell, T. C., pilot, Seattle, Wash., was born in New Hampshire in 1843 and has been engaged on Lake Washington steamers since 1893.

Jewett, Wilson F., president of the Umpqua Steam Navigation Company, has been engaged in the marine business at Coos Bay since 1878 and is also manager of the Gardiner Mill Company.

Johansen, Capt. N. P., was born in Denmark in 1848. He came to Coos Bay in 1875 and ran for three years on the steamer *Satellite*, and then went to the steamer *Coquille*, running to San Francisco. On coming to the Columbia he served on the steamers *A. B. Fields* and *Rosie Olsen*, operating between Astoria and Tillamook, and in 1886 took command of the steamer *Tonquin*, running her five years for the Clatsop Mill Company.

Johnson, Capt. A., was born in Norway in 1856 and commenced his marine service in that country. He came to the Pacific Coast in 1873 and joined the Peruvian Navy, serving on the gunboat *Gasca* at Callao for a few months, and then going to Panama, where he joined the steamship *Montana*. On arriving at San Francisco he entered the coasting trade and has since served on the steamers *Salinas*, *Senator*, *Los Angeles*, *Ancon*, *City of Chester* and *Santa Rosa* as second mate, and on the *Santa Cruz*, *Yaquina*, *Coos Bay* and *Pomona* as mate. In 1892 he was appointed master of the steamer *Point Arena*, and except for a short period has remained in command since.

Johnson, Capt. A., was born in Sweden in 1848. After sailing on the Atlantic for about ten years, he came to the Pacific Coast in 1875, a year later joining the schooner *Lottie Collins*. In 1880 he received his first command, a small schooner, and was afterward on the schooners *Western Home* and *Ida McKay*, sailing the latter since February, 1890.

Johnson, Albert, master and pilot, Seattle, Wash., was born in New York. He has been on the Pacific Coast since 1881 and was one of the crew of the steamship *Mississippi* when she burned at Seattle.

Johnson, Alfred, mate, San Francisco.

Johnson, Andrew, mate on sailing vessels, San Francisco, has been engaged on the *R. P. Rithet* for the past three years.

Johnson, Andrew, Portland, Or., pilot of United States steamer *Cascades*.

Johnson, Capt. August, New Westminster, B. C., was born in Sweden in 1865 and commenced the marine business as a seaman out of European ports. He came to the Pacific Coast in 1887, was first on the Government snagboat *Sampson* and afterward on the steamship *Active*. He was for two years in command of the steamer *Clara Young*. and for the past three years has been master of the *Winnifred*.

Johnson, August, mate on sailing vessels, was born in Denmark in 1866. He has been engaged in the coasting trade four years.

Johnson, Capt. August, was born in Sweden in 1864. His first marine work was on the lakes of his native country, where he was engaged for two years and then entered the deep-water service, sailing in various parts of the world. He came to the Pacific Coast in 1881 and joined the schooner *Lizzie Madison*. In 1886 he was second mate on the steamer *Whitesboro* and afterward first officer on the steam schooners *Alcatraz*, *Noyo*, *Julia H. Ray* and others. For the past four years he has been master of the *Whitesboro*.

Johnson, Benjamin, mate, Hoodsport, Wash., was born in Norway in 1849 and has been running on the Pacific Coast since 1870, most of the time on sailing vessels. He has served on the bark *Samoset*, ships *Belvidere*, *Western Shore*, *Warhawk*, and many other well known vessels. He was one of the crew of the *General Cobb* when she was wrecked near Clayoquot Sound.

Johnson, C., San Francisco, master of schooner *Charles R. Wilson*, has been sailing on the Pacific Coast since 1881.

Johnson, Charles, mate and quartermaster, was born in Norway in 1854. He has been sailing on the Pacific Coast since 1877 and at present is in the employ of the Canadian Pacific Navigation Company.

Johnson, E., steward on coasting sailing vessels since 1866.

Johnson, Edward, steward, San Francisco.

Johnson, Edward, mate, Seattle, Wash., commenced steamboating on the Sound in 1888 on the *Henry Bailey*.

Johnson, Ernest, ship-carpenter, San Francisco, has been on coasting sailing vessels for over twenty years. He was last on the bark *Oregon*.

Johnson, Fred, mate, began steamboating on the Sound in 1874 on the *Celilo*. He has since run on most of the Puget Sound tugs, and has recently been on the *Richard Holyoke*.

Johnson, Fred M., San Francisco, master of steam coasters, has been in the Northwestern trade since 1885.

Johnson, Capt. G. Gardner, Vancouver, B. C., secretary of the Pilot Board and agent for Lloyds, was born in Scotland in 1857 and commenced his marine service out of Liverpool about twenty years ago. He came to Vancouver in 1885 and has held his present position for the past nine years.

Johnson, George, mate and second mate, San Francisco.

Johnson, George H., mate on sailing vessels, has been in the trade out of San Francisco for eighteen years. He was mate on the ship *Oneida* when she was wrecked in Alaska in April, 1890, and for several years has been mate on the *S. C. Allen*, running to Honolulu.

Johnson, Capt. H. A. K., was born in Norway in 1856 and came to Astoria in 1867. He was first connected with the bar tug *Columbia*, at the mouth of the river of that name, for four or five years, and then went to Gray's Harbor, where he joined the tug *Ranger*. He has since been engaged on the tugs *Traveler* and *Printer*, being at present master of the latter.

Johnson, Henry M., Vancouver, B. C., fourth officer of steamship *Empress of China*.

Johnson, Henry S., engineer, was born in New York in 1836 and began his marine career on the Great Lakes. He came to the Pacific Coast about 1871 and began running out of San Francisco. He started north on the *Diana* on the trip when she was wrecked near Cape Flattery. Mr. Johnson has since spent most of his time on the Columbia River, where he has been engineer on a number of steamers.

Johnson, Capt. Hiram B., Tillamook, Or., was born in Oregon in 1861. He commenced steamboating in 1885 on the *Juno* on the Umpqua River, and afterward removed to Tillamook, where he has charge of the steamer *General Garfield*.

Johnson, Capt. Jens, was born in Norway in 1855 and has been sailing on the Pacific Coast since 1886. He was on the schooner *Fanny Dutard* when she was run down by the steamer *Zambesi* in 1892, and recently has had charge of the schooner *C. H. Holmes*.

Johnson, Joseph, steward, San Francisco.

Johnson, Joseph, engineer, was born in Salem, Mass., in 1854, and has been connected with the marine business since 1872. His first work on the Pacific Coast was on the *R. P. Rithet*. He has since been connected with a number of tugs and steamers in British Columbia waters, and has recently served as second engineer on the steamer *Active*.

Johnson, Capt. J. H., was born in Iceland in 1844. In 1864 he came to the Pacific Coast and was first employed on the schooner *Porpoise*, running from Mexico to Alaska and the Sandwich Islands. He has mostly followed deep water and is connected with the three-masted schooner *Peerless* at the present time.

Johnson, L., master of coasting vessels, has been sailing out of San Francisco since 1882.

Johnson, M., San Francisco, master of schooner *Beulah*.

Johnson, Capt. M., was born in Scotland in 1852. He came to the Pacific Coast in 1871 and commenced sailing in the Puget Sound and Columbia River trade. He was one of the crew of the bark *Windward*, afterward served for five years on the schooner *Falcon*, and was then given command of the barkentine *John Worster*, which he sailed for three years, going from her to the bark *Charles B. Kenney*. He afterward commanded the bark *Colusa* and schooners *Aloha* and *Fred E. Sanders*. He has recently been engaged as mate on the schooner *Golden Shore*.

Johnson, Capt. M. J., Seattle, Wash., has been steamboating on Lake Washington for five years, most of the time on the *City of Renton*.

Johnson, Martin S., mate on sailing vessels, San Francisco.

Johnson, Oliver, mate, San Francisco.

Johnson, Capt. P. H., Vancouver, B. C., was born in Sweden in 1862. He began sailing in deep-water ships in 1877, came to the Pacific Coast five years later, and joined the steamer *Leonora*. He was master of the *Leonora* and other steamers owned by the Union Steamship Company for several years, having command of the *Cutch* for three years. In January, 1894, he chartered the tug *Lois*, which he has since operated.

Johnson, Theodore, mate on sailing vessels, San Francisco.

Johnson, W. J., Portland, Or., master of steamer *Dallas City*.

Johnson, Capt. W. R., Seattle, Wash., was born in Sweden in 1863 and has been connected with the marine business on Puget Sound since 1882.

Johnston, Herbert W., engineer, Vancouver, B. C., was born in Ontario in 1869. His first marine work in the Northwest was on the steamer *Glad Tidings* in 1887. He has recently been engaged on the tug *Glide*.

Jones, C. D., mate and master of sailing vessels, Astoria, Or.

Jones, E. L., Nanaimo, B. C., steward of ship *McNear*.

Jones, E. Westly, Portland, Or., steward of steamers *Northwest* and *Kellogg*.

Jones, Frank A., engineer, was born in Delaware in 1865 and began his marine service in the East, coming to San Francisco in 1876. Since arriving on the Coast he has worked in various capacities on the steamships *Grenada*, *City of Panama*, *Idaho*, *Los Angeles*, *City of Chester*, *Cosmopolis* and *North Fork*, running as chief of the latter vessel for six years and nine months. In 1892 he was elected president of the Marine Engineers' Association, and was elected as representative of that organization at its national conventions in 1893, 1894 and 1895.

Jones, Capt. H. R., Vancouver, B. C., was born in London in 1857 and commenced his marine career as a midshipman, serving four years and a half in the East India trade. He was afterward master of a propeller running out of Calcutta, and served as master in various parts of the globe until 1886, when he came to Vancouver. He has since been engaged on the steamers *Maude*, *Mamie*, *Tepic* and *Spratt's Ark*.

Jones, Herbert E., mate and master of sailing vessels, was borne in Maine in 1859. He has been sailing north from San Francisco on the *Sterling*, *A. G. Ropes*, *Elwell* and others, and has also been employed as master of the *Arkwright* and *Carondelet*.

Jones, James A., engineer, was born in Delaware in 1847. He was for many years trial engineer in the employ of William Cramp & Son of Philadelphia, coming out on one of their steamers in 1876. On his return he took charge of the engines of the *State of California*, which he brought to the Coast, and with which he remained as trial engineer for six months. He died in Philadelphia in 1886.

Jones, John, Eugene, Or., steward of steamer *Eugene*.

Jones, Richard N., mate of ship *Bundaleer*, was born in New York in 1851. He has been on the Pacific Coast since 1871, most of the time coasting in the coal and lumber trade.

Jones, Capt. Robert, Marshfield, Or., was born in Virginia in 1867. He commenced his marine service on the steamer *Coos* in 1882. He afterward served on nearly all the Coos Bay steamers, running as master of the *Butcher Boy*, *Milton* and *Cumtux*, and is still in command of the latter.

Jones, Samuel, second mate and mate, ship *Two Brothers*.

Jones, William L., engineer, was born in England. He came to America in the early sixties, and, after running for a few years on the Great Lakes, came to this Coast in 1869. After working ashore for a short time he went to South America, and on returning worked as fireman on a number of steamships running out of San Francisco. In 1880 he entered the employ of Goodall, Perkins & Co., remaining with them seven years and working up to the position of second assistant. He was then first assistant on the steam coaster *Rival* for two years, *Alcazar* one year, and for the past three years has been chief engineer of the steam schooner *Tillamook*.

Jorgensen, A. N., mate on sailing vessels, San Francisco.

Jorgensen, Capt. N. F., was born in Denmark in 1859. He commenced sailing on the Pacific Coast on the bark *Templar* in 1884, and for the past four years has been master of the schooner *Glen*.

Jorgensen, P., San Francisco, master of schooner *Transit*, came to the Pacific Coast in 1869 and has served as master on coasting schooners for over twenty years.

Jorgensen, Capt. P. J., was born in Norway in 1860. He commenced steamboating on Puget Sound on the *Messenger* in 1888 and was afterward on the *Otter*, *Quickstep* and *Glide*.

Jorgensen, Capt. R., San Francisco, has been sailing in the coasting trade out of the Bay City since 1889. He is at present connected with the schooner *Eddy*.

Jorgensen, Capt. W., was born in Denmark. He came to the Pacific Coast in 1863, began sailing between San Francisco and Puget Sound ports, and has continued in the trade since. At present he is master of the bark *Alexander McNeill*, and when ashore resides at San Francisco.

Jorgensen, W., steward, San Francisco.

Joslyn, Charles S., purser, was born in New York in 1839. He began running out of San Francisco in 1874 on the side-wheeler *Alaska* to China, was on the *Great Republic* in the same trade, and on the *City of New York*, operating to Australia. He also served on the *Colima* and *China* on the Panama route, and on the *Victoria*, *George W. Elder*, *Idaho* and *Dakota* to Puget Sound and Victoria. After leaving the northern route he ran on the *Orizaba* and *Constantine* to San Diego. Mr. Joslyn retired from the water a few years ago and is now living at Victoria, B. C.

Kalkstein, H., steward, San Francisco.

Kalstrom, Capt. Charles E., Port Townsend, Wash., was born in Francisco in 1862. He began his marine career in the Northwest on the United States revenue cutter *Oliver Wolcott* in 1880. He left her at Port Townsend several years ago and has since had charge of a number of small steamers, the last of which was the *Garland*.

Kane, John E., engineer, Portland, Or., was born in New York City in 1864. He has been engaged in the marine business for about twelve years.

Karr, C. J., Hoquiam, Wash., master of steamer *Toiwo*.

Keay, Alexander, Everett, Wash., agent of steamer *Mabel*.

Keen, W. A., engineer, San Francisco.

Kelly, John, engineer, was born in England in 1858 and began steamboating on the Fraser River in 1876. He was for a long time on the *Royal City*, afterward on the *Reliance*, and has recently been employed in the fire department at New Westminster, B. C.

Kemp, W. B., engineer, Vancouver, B. C.

Kendall, Isaac N., Jr., engineer, Sapperton, B. C.

Kennedy, William, mate on Fraser River steamers, was born in England in 1854. He has been engaged on British Columbia steamers since 1881.

Kent, James, engineer, Portland, Or.

Kerr, Alexander, engineer, Edmunds, Wash., was born in Illinois in 1859. He commenced steamboating on the Sound in 1887, and has served on the *Ferndale*, *Virgil T. Price*, *Tyee* and other steamers. He is at present connected with the *Vigilant*.

Keyes, E., mate on sailing vessels, was born in New Brunswick in 1861. He has been on the Pacific Coast since 1879 and is at present second mate on the *Oregon*.

Kidston, Capt. William, San Francisco, was born in Nova Scotia in 1862. He began sailing out of San Francisco on the steamship *Grenada* in 1882, first on the Panama route. He was afterward on the steamships *San Jose*, *Colima*, *City of Sydney*, *Australia* and *City of Tokio*. He ran north on the *City of Topeka* in the service of the Pacific Coast Steamship Company, and after leaving them was with the steamers *Farallon*, *Lakme* and *Emily*. Captain Kidston has recently been connected with the steamers *Progreso* and *Homer*.

Kildall, Joseph, Whatcom, Wash., manager of the Bellingham Bay S. & T. Company, was born in Norway in 1865. His first marine experience on the Pacific Coast was on the *May Queen* in 1882.

Kildall, Peter C., master and pilot, New Whatcom, Wash.

Killman, Capt. D. O., was born in Maine in 1860. He commenced sailing out of San Francisco in 1883 on the *Arkwright*, then going to the *Atlanta* and *Emerald*. When the four-masted schooner *Kitsap* was built at Port Ludlow, Captain Killman was given command, making several trips with her between San Francisco and the Sound. About 1886 he took charge of the steamer *West Coast*, going from her to the *Arago*, which he ran in the Coos Bay trade. He left the *Arago* for the new steamer *Julia H. Ray*, in which he purchased an interest, and which was lost at Coos Bay on her second trip. His next vessel was the bark *John Winthrop*, with which he carried supplies to the whaling fleet in the Arctic Ocean. On his return with the *Winthrop* he took command of the steamer *Hattie Gage*, running her to Alaska one season, and the *Gertie Story* on the same route the following year. In 1891 he was given command of the ship *Mercury*, which he sailed for eighteen months, and then joined the barkentine *Catherine Sudden*.

King, Clarence, engineer, Hoquiam, Wash., was born in Illinois in 1864. He began steamboating on the *Quickstep* on the Columbia River in 1882. He has since served on the steamers *Gleaner*, *Favorite*, *Arago*, *Rustler*, *Hunter*, *Cruiser*, *Typhoon*, *Printer* and *Traveler*, and is still connected with the latter.

King, W. H., engineer, Hoquiam, Wash., was born in Illinois in 1866. He commenced steamboating on the *South Bend* in 1884 and has since been employed on Gray's Harbor and Shoalwater Bay steamers exclusively. He is at present connected with the tug *Printer*.

Kingswood, F. S., engineer, Seattle, Wash.

Kinney, M. J., Astoria, Or., has chartered and loaded more deep-water vessels than any other man on the Columbia River. He has a large sawmill and extensive cannery interests, and was one of the first to make wheat shipments from Astoria.

Kittle, W. H., engineer, Victoria, B. C., was born in England in 1849. He served an apprenticeship at Rochester, England, from 1866 to 1871, then engaged in the Chapman dockyard, and for the next seven years was an artificer in the British Navy. He came to the Pacific Coast in 1879, remaining in California until 1884, when he went to Victoria and was engaged for a long time in the Albion Iron Works, afterward serving on the tugs *Hope* and *Lorne*. He has recently been connected with the quarantine boat *Earle*.

Klorborg, N., engineer, Tacoma, Wash., commenced steamboating on the Columbia River in 1881 on the *Willamette Chief*. He soon afterward went to the Sound and has been connected with a number of steamers there. He is at present engaged in the power-house of the Tacoma Street Railway Company.

Klose, C. F., mate on sailing vessels, San Francisco.

Klusmann, Charles, mate on sailing vessels, San Francisco.

Knaggs, L. C., master and pilot, Kingston, Idaho, was born at The Dalles in 1863 and began steamboating on the *Hassalo* in 1879. He retired from the river several years ago and is now engaged in lumbering.

Knowles, George O., engineer, Seaton, Or., has been steamboating on Coos Bay for about three years.

Knutson, Charles, engineer, Tacoma, Wash., commenced steamboating about 1886 on Puget Sound on the *Bessie* with Capt. Patrick Burns. He was afterward engaged on the *Messenger* and *Meta*, and for the past four years has been engineer on the steamer *Zephyr*.

Knutzen, L. J., master of sailing vessels, has been coasting north from San Francisco for about ten years, serving on the steamers *Cosmopolis*, *Pasadena*, schooners *Eppinger* and *Ruby A. Cousins*. At the present time he is master of the latter, running in the Gray's Harbor lumber trade.

Kramer, F. M., engineer, San Francisco, was born at that place in 1862. His first marine work was on the steamship *Ancon* in 1882. He was afterward running to Australia on the *Zealandia* for three years, and then on the *City of Peking* to China for two years. He subsequently served a year on the *Keweenaw* and a similar length of time on the *Pomona*. At present he is engaged on shore.

Kramer, Frank M., steamship purser, has been engaged on the *Alice Blanchard* and other coasting steamers.

Krebs, Capt. August, San Francisco.

Krohna, Capt. Charles, was born in Hamburg, Germany, in 1840, and came to Puget Sound in 1868. He ran for a short time on the steamer *Resolute*, from her went to the *Politkofsky*, and afterward worked on the steamers *Alida*, *Columbia*, *Blakely* and *Success*, running on the latter for many years. He is at present living at Port Blakely, Wash.

Kruse, Albert O., was born in Clackamas County, Or., his father having been one of the pioneer marine men on the Willamette. He commenced on the snagboat *Corvallis* in 1880, afterward entered the employ of the Kelloggs, where he ran as purser for several years, and has also served as mate and pilot in the same employ.

Kruse, John, shipbuilder, North Bend, Or., was born in Denmark in 1834 and has been in the marine and shipbuilding business all his life.

Kull, J., engineer, San Francisco, commenced his marine service in 1879 as oiler on the steamships *Oregon* and *Columbia*, also running as water-tender on the same vessels. He was then third assistant on the *Santa Rosa*, remaining with her for five years, reaching the position of first assistant, next joining the *Ajax* in the same capacity. He was afterward employed on the *Wilmington* and the steam schooner *Emily*, and for the past five years has been chief engineer of the steamship *Arcata*.

Kummer, Arthur, engineer, was born in Germany in 1852. His first marine work in the Northwest was on the *Mastick* in 1887. He purchased the steamer *Angeles* in 1889, and, after replacing her machinery, ran her for six months and then sold her. He has recently been engaged on the *George E. Starr*.

Lacey, Charles C., engineer, San Francisco, is a native of Delaware He began running north from San Francisco on the propeller *California* in 1879 and has served on a number of steamships on the same route. He has recently been connected with the steamship *Umatilla*.

Laffin, A. H., master of American ship *Landseer*.

Lakin, Edward C., master and pilot, was born in Portland, Or., in 1854 He began steamboating in 1868 on the *Ranger*, running on the Willamette and Columbia rivers. He is at present master of the steamer *Oswego*.

Lamley, J. H., master and pilot, Astoria, Or.

Lamson, Henry, was born in Massachusetts in 1861. He began his marine service on the San Francisco ferries in 1880. After running there and on the Sacramento River until 1883, he went to Honolulu and was employed on various steamers in the Island trade four years, and then returned and joined a collier as first assistant for nine months. He then left salt water and ran for a short time on the Columbia River steamer *Fleetwood*, subsequently returning to the Atlantic Coast. He came west again a short time ago and is now running as first assistant on the steamer *Tillamook*.

Lancaster, Capt. Richard, was born in Ireland in 1859. He commenced sailing on the coast of Scotland when a boy. He came to the Pacific Coast in 1883 and joined the *R. K. Ham* with Captain Gove. He was afterward mate on the ships *Ericcson*, *Spartan*, and bark *Germania*, bringing the latter vessel to San Francisco during the big gale which wrecked the *Harvey Mills*, the *Germania's* master, Captain Owens, having died the third day out. For the past seven years Captain Lancaster has been sailing the bark *Canada*.

Land, Peter M., master mariner, Nanaimo, B. C.

Landach, A., mate on coasting vessels.

Landerkin, G. M., engineer, Seattle, Wash.

Lanfair, Capt. Robert, was born in New Haven, Conn., in 1836, and sailed on the Atlantic Coast for twenty-five years, a considerable portion of the time in the United States Navy. He came to the Pacific Coast in 1872 and ran as captain of the tug *Alpha* on Coos Bay for two years. He was also on the

Satellite and *Coos* for several years, and ran as first officer on the *Gussie Telfair* for some months. Captain Lanfair retired from the water several years ago and is now living at Bay Center, Wash.

Landgreen, Capt. William, was born in Sweden in 1842 and commenced sailing out of English ports when a boy, remaining there for eight years. He came to the Pacific Coast in 1874 and engaged on a number of coasting vessels for a few years and then again entered the deep-water service. He subsequently returned to the coast and was for five and a half years mate on the barkentine *Wilder*, afterward running for a short time on the steamship *Wilmington*. For the past two years he has had command of the bark *Sonoma*, on which he served as carpenter a dozen years before.

Lane, J. M., master of sailing vessels, was born in Florida in 1860 and has been coasting north from San Francisco for the past six years.

Langfeldt, J. M., second mate, San Francisco.

Langkilde, Andrew, mate on sailing vessels, San Francisco.

Laping, John, mate on sailing vessels, was engaged for several years in the whaling trade. He has recently been in the lumber trade on the schooner *Compeer*.

Larkin, John, engineer, was born in Ireland in 1838. He began his marine career on the Pacific Coast between Panama and San Francisco, afterward running on the China route and to Australia. He went north with the *Great Republic* in 1878, running there for about six months, and then went to Victoria, where he has since resided. He has been employed on nearly all the steamers running out of that port. Before coming to the Pacific Coast, Mr. Larkin was engaged in steamers on the Atlantic, and was one of the few survivors of the steamship *Arctic*, which was lost in 1857, several hundred people perishing.

Larsen, A., mate and master of sailing vessels, was born in Norway in 1858. He came to the Pacific Coast in 1883, and has since been engaged on a number of well known coasting schooners. At present he is on the schooner *Halcyon*.

Larsen, C., Gardiner, Or., master of schooner *J. B. Leeds*.

Larsen, Capt. John L., is a native of Denmark. He came to the Pacific Coast in 1875, and for the past fifteen years has been master of the schooners *Twilight*, *Compeer* and *Norma*, still having charge of the latter.

Larsen, L., Port Angeles, Wash., master of schooner *Ella Johnson*.

Latham, Thomas, bar pilot, Astoria, Or.

Lau, Peter, steward, San Francisco.

Lawson, H. C., engineer, was born in Denmark in 1832. After coming west in 1862, he began running on the steamer *Diana*, and has served on most of the British Columbia boats since, sometimes as chief and again as second engineer. The names of some of the boats whose engines have been in his charge are, *Isabel*, *Otter*, *Sir James Douglas*, *North Pacific* and *Olympian*. Mr. Lawson is now living at Victoria, B. C.

Layton, F. K., Tacoma, Wash., master of steamer *Susie*.

Leabo, Sterling V., engineer, was born in Oregon in 1866. He commenced steamboating on the *Spokane* on Snake River in 1883, and afterward followed his profession on Puget Sound. For the past few years he has been engaged on the steam schooner *Augusta*.

Leake, Capt. Herbert W., Houghton, Wash., was born in Ohio in 1864, and has been running the steamer *Elfin* on Lake Washington since 1889.

Leake, I. W., engineer, Houghton, Wash.

Leale, Capt. W. G., was born on the Isle of Guernsey in 1846. He came to San Francisco in April, 1866, and commenced his career as deckhand on the river steamer *Reform*, rising to the position of master of the steamer *Pioneer*, owned by the same company, in six years. For eight years he was in command of several steamers owned by the California Transportation Company. In 1880 he bought the steamer *Caroline*, which he still owns, as also the tug *Frolic*.

Leathers, Joseph, boatbuilder, Astoria, Or., was born in California in 1859. He learned his trade in San Francisco, came to Astoria in 1881, and built the steamers *Electric*, *Favorite*, *Tonquin*, *Wenona*, *Eclipse*, *R. Miler*, *Queen*, *Sea Foam*, and a large number of sloops and fishing boats.

Leberman, A., Astoria, Or., agent Vancouver Transportation Company and Ilwaco Railway & Navigation Company.

Lee, W. H., master and pilot, Irondale, Wash., was born in Virginia in 1848. He owns the sealing schooner *George W. Prescott*.

Lee, Charles A., engineer, began his marine career in the Northwest as first assistant on the steamer *Eliza Anderson* on Puget Sound, remaining there for fifteen months and then filling the same position on the steamer *Edith* for a year. He was afterward second and first assistant on the steamers *Olympian* and *George E. Starr*, then went to San Francisco, and, after making a few trips as water-tender on the *San José*, joined the steamer *Ajax* as second assistant. He has since served as first assistant on the steamers *Navarro*, *Jewel* and *Protection*, being at present connected with the latter.

Lee, James, master and pilot, Portland, Or.

Lees, Archwood, engineer, was born in Scotland in 1858 and commenced the marine business in the Mediterranean trade when a boy. His first experience in the Northwest was on the steamer *R. P. Rithet* at Victoria. He has recently been engaged as second engineer on the tug *Lorne*.

Lehners, Carl, chief engineer of tug *Fearless*, was born in Germany in 1851. He began his marine career on the Pacific Coast in 1872 on the steamer *City of San Francisco*. He was afterward on the *City of Sydney* for six years, then on the *City of New York* three years, *Mariposa* three years, tug *Relief* four years, and the *Fearless* since she was built, the latter being the only vessel on which he has run in the Northwest.

Leighton, Anthony, Astoria, Or., first officer of United States steamer *Columbine*.

Leighton, Harmon, mate, Seattle, Wash., was born in Maine in 1867 and has been steamboating on the Sound since 1889. He has also served as master of the steamers *Josephine*, *Hornet*, *Edna* and *Delta*.

Leimond, Percy, mate, Port Blakely, Wash., is a native of Maine. He commenced steamboating on the *Addie* in 1886 and has recently been engaged on the *Sarah M. Renton*.

Lenout, Grant E., engineer, Seattle, Wash.

Leonard, A. F., retired master of sailing vessels, is now living at Port Townsend, Wash.

Lermond, C. G., engineer, was born in Maine in 1858. He commenced his marine service on the Pacific Coast in 1880, serving as oiler on the steamships *George W. Elder*, *Willamette* and *Oregon*. He was afterward engaged as third and second assistant on the steamships *San José*, *City of New York* and *Mendocino*, and for a short time first assistant on the *Columbia* and *Farallon*. He has since been running as chief of the steamers *Albion*, *Daisy Kimball* and *Protection*, and is still connected with the latter.

Lermond, Parker, mate, Port Townsend, Wash., was born in Maine in 1869. He spent five years in the deep-water service, came to Puget Sound in 1887, and has been steamboating there since.

Leube, H., mate and master of sailing vessels, was born in Saxony in 1860. He has been sailing on the Pacific Coast since 1880, and has served as first and second mate on a dozen of the best known coasters. For the past year he has been mate on the bark *Palmyra*.

Lewin, Walter, fourth assistant engineer of the *Empress of India*, came to the Pacific Coast with her and has remained with the steamship since.

Lewis, Capt. Edward, was born in Massachusetts in 1836. He has been in the marine business for thirty-six years, twenty of which were spent as master of the bark *Carrollton*, which he still commands. He took charge of the vessel when she was built, and, after sailing her to various parts of the world, brought her to the Pacific Coast in 1886, sailing her in the Nanaimo coal trade most of the time since.

Lewis, Henry T., Vancouver, B. C., agent of Pacific Coast Steamship Company.

Lewis, T. F., engineer, Bandon, Or., was born in Boston in 1857. He began in the marine business in 1878 on the tug *Katie Cook* on the Coquille River. He was afterward engaged on the Columbia River and at San Francisco, most of the time on tugboats, and has recently been connected with the tug *Triumph* on Coos Bay.

Lewis, Capt. William T., was born in Canada in 1844 and has been sailing in the merchant service since 1858. He first came to the Pacific Coast in 1880 and has recently been engaged in the Nanaimo coal trade with the ship *Undaunted*, the vessel with which he brought the first cargo of tea that crossed the continent by way of the Canadian Pacific Railway. For the past twenty years Captain Lewis has been accompanied by his wife on all of his voyages.

Le Vake, Anson L., engineer, was born in Cleveland, Ohio, in 1848. He has been in the marine service for nearly thirty years, most of the time on the Great Lakes in the revenue service and on passenger steamers. He came to Puget Sound in 1888 and has since been employed on a number of Sound steamers.

Levens, Capt. T. F., Warrendale, Or., was born in Illinois in 1851. He began steamboating on Puget Sound in 1870 as deckhand on the steamer *Gem*, afterward came to the Columbia and ran on the steamer *Oneonta*, and was mate on the steamer *Otter* for a short time. He then entered the employ of the Government at Cascade Locks, running the launch there for a short time, when he left the water for about ten years. He recently bought the steamer *Lelo*, the smallest passenger vessel registered at the custom-house, and is still running her at the Cascades.

Leverett, James P., Grant's, Or., master of steam ferry-boat *Nellie*.

Levison, H., master mariner, San Francisco, was born in Denmark in 1858. He came to the Pacific Coast in 1879 on the Hamburg bark *John Henry*, which foundered off the California coast, eight of the crew losing their lives. Levison and the others reached San Diego in a small boat, one of their number dying on the way. Captain Levison's first command was the steamer *Newsboy*, going from her to the *Protection*, which he handled for five years. For the past two years he has been master of the steamer *Noyo*.

Levy, C. H. N., Vancouver, B. C., second steward of steamship *Empress of China*.

Lichtwerk, Capt. Charles, Marshfield, Or., was born in Germany in 1847 and followed the marine business for thirty-two years in various parts of the world. He came to Coos Bay in 1885 and purchased the steamer *Bertha*, which he operated for six years. He was afterward part owner of the steamer *Express*, which he ran for one year, and then purchased the *Maggie H. Yarro*, which he is still running.

Lightner, Clyde C., Coos Bay, Or., engineer of steamer *Cumtux*, has also been engaged on the steamers *Milton*, *Yarro* and *Antelope*.

Lilly, W. H., purser, New Westminster, B. C.

Linbridge, Robert, master mariner, Berkeley, Cal., has been sailing out of San Francisco since 1858, except at intervals when he was in the deep-water trade and for a short time on the Amazon River.

Lindeboom, John, mate, Eureka, Cal.

Lindquist, Charles E., San Francisco, master of steamer *Kotic*, has been employed on the Pacific Coast since 1880, most of the time in the service of the Alaska Commercial Company.

Lindsey, George R., engineer, Eureka, Cal., was born in Scotland in 1843. He came to the Pacific Coast in 1868. In 1882 he went to Eureka, and in 1889 to Puget Sound as first assistant on the steamer *Point Arena*. He was afterward on the steamers *J. R. McDonald*, *Haytian Republic*, *Yaquina*, tug *Wanderer*, steamships *Willamette*, *Los Angeles* and *Humboldt*, serving as second and first assistant.

Lindstrom, Albin, Kelso, Wash., master ferry-boat *Alice V.*

Linn, T. J., master mariner, Vancouver, B. C., was born at New Westminster in 1860 and has been engaged in steamboating and running in the coasting trade north since a boy.

Little, John R., Blaine, Wash., has run as mate on the sloop *Minnie*, schooners *Sallie* and *Beatrice*.

Lochart, George N., engineer, San Francisco, was born in Philadelphia in 1859 and has been on the Pacific Coast since 1883.

Lofgren, San Francisco, mate of schooner *Orion*.

Logan, Capt. S. A., Newport, Or., was born in Indiana in 1839. He purchased the steamer *Benton* on Yaquina Bay about 1884, operating her for about seven years. He then went to the *Walluski* and afterward served on the *Volanta*.

Loboram, William, surfman Gardiner Life-saving Station.

Loll, E., was born in Germany in 1860. He has been sailing on the Pacific Coast since 1879, running as mate on several well known coasters and afterward as engineer and master on a number of small steamers on Coos Bay and the Columbia River. At present he is living at Marshfield, Or.

Lollis, Mortimer, engineer, was born in Illinois in 1864. He commenced steamboating on Yaquina Bay in 1884 on the steam launch *Eureka*, and has since served on the steamers *Kate and Anna*, *Cleveland*, *General Wright*, *Mischief*, *Tressie May*, *Yaquina City*, tugs *Robarts* and *Wallowa*. He has recently been engaged on the coasting steamer *Harrison*.

Loomis, Edward C., mate and master, was born in St. Johns, Or., in 1865. He has been steamboating since 1884 and has run as master of the steamers *Iralda*, *Manzanillo* and *City of Frankfort*.

Lord, W. R., engineer, Lulu Island, B. C., was born in Seattle, Wash., in 1866, and is a brother of Harry Lord, a well known Columbia River engineer. He commenced his marine service as second assistant on the steamer *General Canby*, and was afterward on the British Columbia steamers *Emma*, *Etta White* and other Fraser River boats, alternating his steamboat work with business in connection with the canneries.

Lorenson, Capt. Ludwig, San Francisco, has been sailing on the Pacific Coast since 1882 and has recently had charge of the schooner *Compeer*.

Lorenz, Capt. Edward, Tacoma, Wash., was born in Germany in 1866. He commenced steamboating in 1884 on the *Sophia*, which was built by his father and operated by the family until 1890. With his brother, C. O. Lorenz, he now owns the steamers *Typhoon* and *Meta*.

Lott, Harry, master and pilot, was born in England in 1856. He has been steamboating on Puget Sound since 1879 and is at present running the steamer *Angeles*.

Lounsberry, G. W., agent of the Oregon Railway & Navigation Company at Astoria, Or., has been in their employ fourteen years.

Loveland, Capt. A. R., Seattle, Wash., was born in Hartford, Conn. He has been steamboating on Puget Sound since 1885.

Low, J. A., engineer, San Francisco.

Low, Robert, second assistant engineer of steamship *Empress of China*, was born in Scotland in 1851. He served an apprenticeship at William King & Company's at Glasgow, and then went to Singapore, where he joined the Netherlands & India steamship line as fourth assistant engineer. He served on steamship lines in various parts of the world, running for six years as chief of the *Yang-tse*. In 1887 he came to the Pacific Coast with the *Parthia*, serving on her as chief engineer.

Ludlow, J. R., engineer, was born in San Francisco in 1866. His first work on Puget Sound was on the steamer *Lillie* on White River. He was afterward on the *Evangel*, *Rip Van Winkle*, *Eliza Anderson*, *Susie*, *Edna*, *Discovery*, *Olympian*, *Brick*, *Enterprise*, *Hermoso*, *Holyoke* and *Tyee*, still being connected with the latter. He has also followed his calling on the Gulf of Mexico and the Mississippi River.

Lund, Charles W., Bandon, Or., master of schooner *Free Trade*, was born in Finland in 1850. He came to this Coast in 1878 and a few years later was appointed master of the schooner *Free Trade*. He left her for the steamer *Bandorille*, but returned a short time ago to the *Free Trade*, which he has since commanded.

Lundquist, Capt. Charles, San Francisco, was born in Norway in 1864. He began sailing out of San Francisco in 1883 on the ship *Occidental*. After running as mate on several coasters he was given command of the schooner *John G. Eppinger*. He was afterward on the schooners *Sacramento* and *Marietta*, and for the past two years has been master of the steamer *Albion*.

Lunvaldt, Hans J., master in the coasting trade between San Francisco and northern ports, has been running on that route since 1873. He has commanded the schooners *Ocean Spray*, *Hayward* and *Vesta*, being still in command of the latter.

Lupp, F., master, San Francisco, was born in Germany in 1842.

Luttrell, Capt. J. F., was born in California in 1858. He commenced his marine service in 1877 as watchman on the steamship *Alaska*, was soon afterward promoted to the position of purser, and in that capacity served on the steamships *Orizaba*, *Senator*, *Idaho*, *Mexico*, *George W. Elder*, *Eureka*, *Los Angeles*, *Queen of the Pacific*, *Corona*, *City of Chester* and others. In 1890 he was given command of the bark *Helen W. Almy*, of which he has since had charge.

Lyle, Thomas, mate, Port Madison, Wash.

Lyles, George W., shipbuilder, Aberdeen, Wash.

Lyng, John, mate, Tacoma, Wash., was born in Norway in 1864 and has been steamboating on the Sound for eight years.

MacGill, Robert, engineer, was born in Scotland in 1851. He was in the deep-water trade and on the Suez Canal for several years. Since coming to British Columbia he has been connected with the *R. P. Rithet*, *Mogul* and other steamers.

MacLarty, John, engineer, New Westminster, B. C., was born in Glasgow, Scotland, in 1858. He served an apprenticeship of six years and then joined the Allen steamship line. He was afterward engaged on steamships running in the African, Australian and China trade, and came to Vancouver in 1889 on the tug *Tepic*. He was subsequently on the tugs *Mamie*, *Belle* and *City of Nanaimo*, and worked for a year as seventh assistant engineer on the steamship *Empress of Japan*.

Madison, Capt. Charles, Seattle, Wash.

Madsen, C., master of sailing vessels, San Francisco.

Magnessen, K., mate, was born in Norway in 1857. He commenced sailing on the Pacific Coast in 1875, his first vessel being the brig *Tanner*. At present he is on the schooner *Falcon*.

Magune, Capt. F. E., was born in Rockport, Me., in 1854, and began sailing out of Atlantic ports when a boy. After following his calling in various parts of the world, he commenced coasting north from San Francisco in 1882. He was for a long time on the barkentine *Makah*, and for the past few years has been master of the ship *J. B. Brown*.

Mahan, W. J., engineer, Hoquiam, Wash., was born in Missouri in 1868. He commenced steamboating on the Gray's Harbor tugs in 1888 and has recently been engaged on the *Printer*.

Malmquist, Frank, purser, Portland, Or., was engaged for five years in the deep-water service in various capacities, and for the past twelve years has been employed on the Columbia River, running as purser in the employ of Jacob Kamm since 1887.

Maloney, Capt. George, Yaquina, Or., has had a marine experience of twenty-eight years on the Eastern coast, but since his arrival on the Pacific Coast he has not engaged in the business.

Mann, Frank, engineer, was born at Wichita, Kan. He commenced steamboating on Puget Sound in 1885 and is at present engaged on the steamer *Evangel*.

Manning, John A., mate, began steamboating on the upper Columbia in 1879, remaining there until 1883, when he went to Puget Sound. He was afterward connected with a number of well known steamers on the Sound and at Victoria. He is at present employed on the city dock at Seattle.

Manshardt, A., engineer, was born in San Francisco in 1870. He entered the Empire Iron Works of that city in 1884, working there four years, and then for a year in the Southern Pacific Railroad Company's shops. He then ran as oiler on the steamers *Coos Bay*, *City of Puebla* and *Walla Walla*. He received his license as third assistant in 1891, and ran for a short time on the tugs *Violet* and *Augusta* on Puget Sound. He afterward served as electrician and second assistant on a number of coasting steamers, and at the present time is first assistant on the steamer *Newsboy*, running to Coos Bay.

Manter, Charles C., mate on tugboats, Port Townsend, Wash., was born in Massachusetts in 1864 and came to Puget Sound in 1887.

March, L., mate on sailing vessels, was born in Boston in 1869. He has been coasting out of San Francisco for the past fifteen years, and has recently been employed as first officer on the ship *J. B. Brown*.

Marcusen, A., mate, New Whatcom, Wash., commenced steamboating in the Northwest on the *Yakima* in 1886.

Marden, H. H., pilot, Victoria, B. C., was born in Maine in 1853. He began his marine career as deckhand on the Columbia River in 1881. He was afterward steamboating on Gray's Harbor and Puget Sound, running as mate on the tugs *Sea Lion* and *Mogul* for several years. In 1889 he received the appointment of pilot in the Victoria district.

Marden, Capt. T. N., was born in Maine in 1849 and began his marine career on the Atlantic Coast on the ship *Nevada*. He made several trips to the Pacific Coast before locating here, coming out in 1873 as mate on the ship *Ringleader*. While here he joined the ship *Roswell Sprague*, then in command of Captain Keller. He also made a coasting trip in the bark *Montana*, then returned overland to the East, coming out a few years later as master of the bark *Don Nicholas*, which he sailed in the coasting and Australian trade for nearly five years. He then took command of the ship *Guardian*, where he has remained for the past eight years.

Marianhoff, H. B., Hoodsport, Wash., mate and pilot, ran in the coasting trade as mate on sailing schooners for nearly fifteen years. He has also been mate and pilot on a number of small Sound steamers.

Marmont, Capt. T. A., Whatcom, Wash., was born in England in 1843 and has followed the marine business in various parts of the world for over forty years, serving on the Atlantic Coast, Great Lakes and the Mississippi River. He was in the United States Navy under Admiral Farragut in the North Atlantic squadron during the Civil War. He came to Seattle in 1883, served first as mate on the *Evangel*, and was afterward captain of the jobbing steamers *Lone Fisherman* and *Saranac*. He has recently been engaged on the steamer *Brick*.

Marmont, W. A., engineer, has served on the *Saranac*, *Advance*, *Triumph* and *Brick*.

Marsh, John J., Seattle, Wash., mate of tug *Portland*.

Marsh, Joseph, steward, Ballard, Wash.

Marshall, Capt. Oswald P., Vancouver, B. C., commander of Royal Mail steamship *Empress of India*, was born in Surrey, England, in 1857. He has followed the sea since 1870, serving for many years in the British Navy. He came to the Northwest with the *Empress of India* and has remained in command since.

Martin, J. W., steward, has been running in the coasting and Sound trade since 1876. He was on the *Dakota* and a number of other well known steamships, and has recently been employed on the steamer *Rosalie*.

Maseny, E., master and pilot, Astoria, Or.

Mason, E. E., mate, Hoodsport, Wash., was born in New York in 1862. He began steamboating in 1877 on Puget Sound on the *Goliah*. He has run in different capacities on nearly all the Sound steamers.

Masterson, Peter, engineer, San Francisco, has run north on the steamer *Protection* and others.

Mathews, Charles, pilot, Semiahmoo, Wash., has served on the steamers *Seattle*, *Annie M. Pence*, *Chinook* and *Puritan*.

Mathieson, Capt. Frederick E., was born in San Francisco in 1866. He began sailing out of that port on the bark *W. H. Dimond* in 1882 and has recently been engaged on the *Dominion*.

Mauzey, Wallace, Tacoma, Wash., agent of the Columbia River & Puget Sound Transportation Company, has been connected with the marine business in the Northwest for thirty years.

Maxwell, Walter B., purser, Seattle, Wash., was born in Canada in 1868. He has been engaged on the Sound since 1888, serving on the *J. R. McDonald*, *Utopia* and other steamers.

May, Capt. Thomas, was born in Maine in 1848 and has been engaged in the marine business since he was fourteen years of age. He commenced steamboating on Puget Sound in 1884 on the *Willie*, and for the past few years has been running as master of the steamer *Multnomah*.

McArthur, W. R., Vancouver, B. C., third assistant engineer of steamship *Warrimoo*.

McCabe, William, stevedore, Tacoma, Wash.

McCahall, Michael, wharfinger, Victoria, B. C., has been engaged in the marine service on the Pacific Coast for twenty years.

McCallum, John, engineer, New Westminster, B. C., was born in Ontario in 1837. He came to the Pacific Coast in 1890, fitted up the steamer *Bon Accord*, and ran on her for a short time. He then joined the steamer *Earle* of Vancouver, and was afterward on the *Belle* and *Gladys*.

McCarthy, John, engineer, was born in Ireland in 1856. He commenced his marine service in 1881 on the steamship *Walla Walla*. He served on a number of coasting steamers as second and first assistant and as chief of the steamer *Protection* for a year. For the past eighteen months he has been chief of the steamer *Noyo*.

McCarthy, Patrick, second officer on coasting steamships, has been engaged on the *Costa Rica* and *Wellington* since 1888.

McClees, T. C., ship-carpenter, Ballard, Wash.

McClellan, Anthony, engineer, Vancouver, B. C., commenced steamboating in the Northwest in 1887 on the *Leonora* and has recently been engaged on a number of British Columbia tugs.

McClellan, Samuel, purser, Fairhaven, Wash., has been connected with the steamboat business since 1872. For the past few years he has been in the employ of the Pacific Navigation Company.

McClure, C. D., Portland, Or., lampist United States Lighthouse Department.

McColgan, Dennis, engineer, was born in Maine in 1846. His first marine work on the Pacific Coast was on the tug *Fearless* in 1887 on Coos Bay. He has since served as chief of the steamers *Venture*, *Point Arena* and *Scotia*, and as first assistant on a number of others.

McConalogue, James, engineer, Port Townsend, Wash., was born in Ireland in 1850 and has been engaged in the marine business for twenty-eight years. He came to Puget Sound on the *Sea Lion* in 1888 and is still remaining with her as chief engineer.

McConnel, Stewart, mate, Astoria, Or.

McConnell, Alexander, engineer, Seattle, Wash., was born in Ireland in 1869. He commenced steamboating in 1888 on the tug *Belle* at Victoria and has recently been engaged on the *J. E. Boyden* at Seattle.

McCorkle, A. M., engineer, was born in Indiana in 1853. He began running on Puget Sound in 1874 on the steamer *Chehalis*, and afterward served on the steamers *Addie*, *Comet*, *Gem*, *J. B. Libby*, *Despatch*, *Alida*, *Annie Stewart*, *Otter* and others. He is at present living in Seattle, Wash.

McCulcheon, Robert, steward, Seattle, Wash., has been connected with the *North Pacific*, *Emma Hayward*, *Olympian*, and other Puget Sound steamers. He was on the *Eastern Oregon* when she burned at Olympia.

McCulloch, H., mate and pilot, Portland, Or.

McCullough, Allen, engineer, was born in San Francisco in 1857. He began his marine career on the steamship *Colima*, was afterward on the steamers *City of Sydney*, *Grenada* and *Wilmington*, and then engaged in tugboating on San Francisco Bay and the coast for three years. He was next on the steamship *Alexander*, with which he went to Siberia, and on his return joined the steamship *Walla Walla*, running with her to the Sound for three years. He then went to the tug *Relief*, on which he has been serving on the Columbia bar.

McDonald, G. P., master of coasting vessels, was born in St. John's, New Brunswick, in 1864. He has been sailing north from San Francisco since 1885.

McDonald, Capt. Henry H., was born in Nova Scotia in 1857. His first marine work in the Northwest was in the tugboat service at Gray's Harbor in 1883. From there he went to Puget Sound, where he has been connected with a number of steamers, and is at present master of the *Clan McDonald.*

McDonald, Stephen, freight clerk and purser, Portland, Or.

McDowdall, Matthew, engineer, Gig Harbor, Wash., was born in Scotland. He commened steamboating in the Northwest in 1888 on the Columbia River and has recently been engaged on the steamer *Laurel.*

McDowell, Samuel A., engineer, was born in Belfast, Ireland. He served an apprenticeship at that place and afterward worked in the Barrow shipyard four years. He came to British Columbia in 1883, and, after working ashore for three years, joined the steamer *Alaskan* on the Stickeen River. He has since served on the steamers *Alice, Spitfire, Western Slope, Cariboo and Fly, Telephone, Saturna, Iona, Etta White* and *Senator.*

McFarlane, M. F., master and pilot, Portland, Or.

McFeely, Charles, engineer, was born in Ireland in 1864. He has been engaged as third and second assistant on the steamers *Corona, Eureka, Los Angeles* and others. He is at present connected with the *Noyo.*

McGirr, William, Nanaimo, B. C., purser of steamer *Cutch.*

McGraw, John, engineer, Victoria, B. C., was born in England in 1851. He came to the Northwest in 1888 and has recently been engaged as chief of the *Maude.*

McGregor, Capt. A. H., was born at Niagara Falls in 1853. He began sailing out of New Bedford on a whaler when a boy. He came to the Pacific Coast on the *Three Brothers* in 1874, remaining with her for two years, until she was crushed in the ice at Point Barrow. He was next on the barks *Rainbow, John Howland, Fleetwing* for one year each, and the barks *Ocean, Louisa, Atlantic* for two years each, having command of the latter. In 1884 he entered the employ of the Pacific Steam Whaling Company on the steam whaler *Orca.* A year later he was given command of the whaler *Nero,* where he remained for three years, and then took charge of the *Orca,* remaining with her up to the present time. The vessel while in his charge made the largest catch in 1890 ever taken in the Arctic Ocean, the net proceeds of the voyage, after paying off the crew, amounting to $175,000.

McGrovey, Thomas, engineer, San Francisco, has been running north from that port in the steamship service since 1880. He has recently been connected with the *Farallon.*

McGuire, E. T., engineer, Vancouver, B. C., was born in New Brunswick in 1869. After an experience of several years on tugboats he came to the Pacific Coast in 1888, joining the tug *Active* as second assistant He was afterward chief of the *Earle* and *Velos,* going from the latter steamer to the *Empress of Japan,* where he worked as seventh assistant for a year and a half, then leaving her to go on the *Islander* and subsequently the *Cutch.* At present he is chief of the tug *Comet.*

McGuire, W. W., engineer, Victoria, B. C., was born in St. John's, New Brunswick, in 1866, and has been in the marine business for eleven years. He made one voyage to the Arctic Ocean on the steam whaler *Narwhal* from San Francisco and has since been engaged on the tugs *Lorne* and *Hope.*

McGurre, R., engineer, Vancouver, B. C., was born in St. John's, New Brunswick, in 1841. His first marine work was on the steamer *Hercules,* of which he was part owner, out of his native city. On coming to British Columbia he constructed the machinery for the *Active, Nelson* and several other steamers.

McInnes, James D., engineer, New Denver, B. C., was born in Cape Breton in 1866 and commenced his marine service running between Montreal and the West Indies. On coming to Victoria in 1888 he was engaged on the *Cariboo and Fly* and other steamers running north from that port. In 1894 he was engineer on the steamer *W. Hunter,* the only steamer on Slocan Lake.

McIntosh, Capt. Daniel D., was born in Scotland. Twenty-seven of the forty-five years he has spent on the water have been passed on the Pacific Coast. He built the schooner *Champion,* the second vessel constructed at Port Blakely. The schooner *Foam* was the first he was connected with on this coast. Captain McIntosh is now living at Victoria, B. C., where he is still engaged in the marine business.

McIntosh, Fred, steward, Victoria, B. C.

McIntosh, John, engineer, Portland, Or.

McIntosh, John F., engineer, San Francisco, was born in California in 1868. His first marine work was on the United States steamer *Thetis* in 1889. He was afterward on the steamers *Schome* and *Eastern Oregon,* and since then has served as third, second or first assistant on the steamships *Willamette, Mexico, Yaquina, Laguna, Arago, Whitesboro,* and the tug *Monarch.*

McIntosh, Robert, ship-rigger and contractor, Portland, Or.

McIntyre, J. B., mate, was born in Port Townsend, Wash., in 1868. He has been engaged on the tugs *Pioneer* and *Collis* and as second mate on the *City of Seattle.* He was afterward on the steamships *Wellington* and *Michigan,* and for the past three years has been third and second mate on the steamer *Costa Rica.*

McKay, H. F., purser, Tacoma, Wash.

McKendrick, Charles, engineer, Victoria, B. C., was born in Scotland in 1865. He served an apprenticeship on the *Clyde,* came to British Columbia in 1890, and has since been engaged as first assistant on the steamers *Yosemite, Princess Louise, Islander* and *Danube,* and as chief engineer of the steamers *Lytton* and *Nelson* on Kootenai and Arrow lakes.

McKenzie, W., engineer, Vancouver, B. C., was born in Nova Scotia in 1842. He served in the Cunard line on the Atlantic for several years, and in 1884 came to the Pacific Coast, working for the Canadian Pacific Railway at Yale and Kamloops. In 1888 he joined the tug *Mamie* as chief engineer, and has since served on the *Skidegate, Iona, Spratt's Ark* and several small steamers.

McKenzie, W. W., engineer, Seattle, Wash., was born in Michigan in 1868. He served on Lake Huron until 1889, when he came to Puget Sound. He was on the tug *Mystic* when she sank and has recently been connected with the tug *Magic.*

McKenzie, William, engineer, Seattle, Wash.

McKumell, Percy, first assistant engineer of steamship *Victoria,* was born in Ontario, Canada, in 1867, and has been in the steamship service for twelve years.

McLean, M. K., steward, San Francisco.

McLeod, J. M., master mariner, Nanaimo, B. C., was born in Edinburgh in 1850 and commenced going to sea at the age of thirteen. He spent two years on a whaling expedition in the Arctic Ocean and was afterward in the West Indies. He came to the Pacific Coast in 1880 and shortly went to Nanaimo, where he has been trading and hunting along the coast. He owns and sails the schooner *Boss.*

McLeod, Robert M., engineer, was born in Scotland in 1831. He began his Northwestern marine career in 1865 on the steamer *Julia* on the Willamette and Columbia rivers. Since that time he has run on a number of steamers, among them being the *Alida, Zephyr* and *Messenger.*

McMahon, John, engineer, Vancouver, B. C., was born in Ireland in 1865. He commenced steamboating in the Northwest in 1889 at Burrard's Inlet and has recently been connected with the tug *Mamie.*

McMaster, Capt. Andrew, was born in Scotland in 1853. He has been running in the deep-water trade between Liverpool and the Pacific Coast for several years, most of the time in command of the ship *Sierra Nevada.*

McMaster, Capt. George H., Wenatchie, Wash., has been engaged on steamers on the upper Columbia for the past three years and is at present pilot of the *City of Ellensburg.* Before coming to the Pacific Coast he was engaged on the Mississippi, Red and other rivers.

McMullen, Edward, engineer, was born in Canada in 1868. He was engaged on steamers on the Great Lakes until 1890, when he came to British Columbia.

McMullen, G. A., master and pilot, Seattle, Wash.

McMullen, George A., Seattle, Wash, master of tug *Little Giant,* was born in Canada in 1863 and commenced steamboating on the Sound in 1886.

McMurty, Charles, Stockton, Cal., master of steamer *J. D. Peters,* commenced his marine career with the California Steam Navigation Company in 1869 as freight clerk, and for nearly a quarter of a century has been master and pilot on the Sacramento River.

McNelly, G. F., Hillsboro, Or , was born in England in 1863 and has been steamboating on the Willamette and Columbia rivers since 1886.

McNicholas, J. M., mate on sailing vessels, was born in England and has been coasting on the Pacific for fifteen years.

McNiven, Alexander, engineer, was born in Cape Breton in 1845. His first marine experience was on the Nickerson steamship line between Boston and New Orleans. He came to the Pacific Coast in 1883 and was first employed on the steamer *Woodside,* remaining there about a year and then going to the steamer *Lottie.* He is at present employed on shore at Victoria.

McPherson, Charles, mate, Tacoma, Wash.

McRae, Capt. M. P., was born in Canada in 1858. He sailed for twelve years on the Atlantic Coast and in 1888 came to the Pacific and joined the *Sadie F. Caller.* He afterward served as master of the barkentine *Katie Flickinger.*

McReavy, H. E., Union City, Wash., owner of steamer *Violet.*

Mecready, W. J., engineer, San Francisco.

Meehan, P., master mariner, was born in Ireland, May 1, 1845. He has followed the sea since a boy in almost every part of the world, but has never been in an accident of a serious nature. He is at present on the bark *Oregon*.

Mehaffey, Robert, engineer, was chief of the *Crown of England* until she was wrecked.

Mellon, Capt. H. A., Vancouver, B. C., was born in England in 1841. He was in active service in the deep-water trade for twenty years. He came to Vancouver in 1886 and represents American underwriters at that place.

Mellon, Capt. J. A., Yuma, Ariz., was in the coasting trade in the Northwest many years ago on the bark *Sam Merritt*.

Merrifield, Capt. Edwin, Everett, Wash., was born in Kentucky in 1864. He commenced his marine work at Seattle on the tug *Lilly* in 1883 and has recently had charge of the steamer *Mascot*.

Merriman, G. M., engineer, was born in Maine in 1861 and began going to sea with his father about 1875. He afterward served an apprenticeship at John Roach's shipyard and came to the Pacific Coast about 1883. In 1887 he joined the steamship *Mexico* as water-tender, and after she was wrecked went to the steamer *Mariposa* as third assistant engineer, leaving her to go as first assistant on the steamer *Del Norte*. He afterward filled a similar position on the steamships *Alexander*, *Bælena* and *Navarro*, and was then engaged with George Kingsland in placing the engines in the fireboat *Governor Markham*. He then joined the steamer *Crescent City* as assistant engineer, and for the past few years has been chief engineer of the steamer *North Fork*.

Merriman, Capt. J. H., San Francisco, has served on the ships *Oregon* and *India*.

Messerle, John, engineer, Empire City, Or., was born in Iowa in 1857. He began steamboating about fourteen years ago on the tug *Fearless* as fireman and is at present engineer on the Government steamer *General Wright*.

Meyers, M., San Francisco, master of schooner *Modoc*.

Meyers, W. H., engineer, was born in Pennsylvania in 1822 and has spent over fifty years in the marine service, commencing on the steamer *Express* on the Ohio River in 1840. He came to the Pacific Coast in 1853 and began running on the Sacramento River steamer *Urilda*. He remained on steamers on that river until 1858, when he joined the steamship *Santa Cruz*, leaving her at Whatcom to go to the Fraser River mines, where he remained for over a year. On returning to San Francisco he joined the steamer *Eclipse* and subsequently the *Queen City*, which he left in 1860 to go to the Nevada silver mines, where he remained but a short time and again returned to the water, this time running on the San Joaquin River. Altogether he was in the employ of the California Steam Navigation Company for ten years, leaving them to enter the ferry service of the Central Pacific Railroad. Several years later he entered the service of the Stockton Improvement Company, running as chief engineer on their steamers for five years. In 1891 he chartered the tug *Governor Stoneman*, which he operated until November, 1894. Since that time he has been employed on the ferries.

Miller, B. L., engineer, was born in Port Gamble, Wash., in 1871. His first marine work was on the *Idaho*, running to Alaska.

Miller, C., mate on sailing vessels, was born in Germany in 1855 and commenced his marine service on the Baltic Sea. He came to the Pacific Coast in 1886, serving for eight years as second mate and mate on the bark *Hesper*. For the past six years he has been mate on the *S. N. Castle*.

Miller, David N., engineer, San Francisco.

Miller, Capt. F., was born in California in 1860. He began sailing on the Pacific Coast in 1887 on the ship *Undaunted*, and for the past three years has been master of the steamer *Cleone*.

Miller, Fred, mate on sailing vessels, was born in Germany in 1858 and has been coasting out of San Francisco since 1884.

Miller, Herman C., mate, has been on the Pacific Coast since 1872, but has followed the water but little. At present he is connected with the life-saving station at Umpqua, Or.

Miller, John H., mate on sailing vessels, Port Townsend, Wash.

Milligan, A. C., Tacoma, Wash., engineer of dredge *Anaconda*.

Milne, William, Vancouver, B. C., tenth assistant engineer of steamship *Empress of India*.

Miner, James I., engineer, Portland, Or.

Minish, Joseph, chief engineer, San Francisco, has been engaged in the marine business out of that port since 1868.

Mitchell, F. H., master and pilot, Everett, Wash.

Mitchell, Capt. John R., was born in Scotland in 1832 and began sailing on the Atlantic. He came to San Francisco in 1867 and soon afterward took charge of the schooner *Wild Pigeon* in the coasting lumber trade. After leaving her he spent some fifteen years in the Japan and Chile trade, and in 1884 returned to Tacoma, where he took the position of second officer on the old bark *Samoset*. He went to Port Madison with Captain Reed to build the schooner *Puritan*, and has since remained in the mill there.

Mitchell, Capt. S. C., Jr., was born in Washington in 1864. He has been sailing out of San Francisco for twelve years in the trade between that city, Gray's Harbor, Shoalwater Bay and the Columbia River. For the past three years he has been master of the schooner *Orient*.

Mitchell, T. G., engineer, was born in England in 1852 and has been engaged in the marine business for twenty years. His first work in the Northwest was on the tug *Pioneer* in 1883. For several years past he has been in the employ of the Canadian Pacific Navigation Company on the steamer *Premier*.

Mocine, John C., engineer, Cosmopolis, Wash., has been engaged on the steamer *Montesano* most of the time since coming to the harbor in 1891.

Moffat, Thomas, engineer, Victoria, B. C.

Mondy, W. H., engineer, Portland, Or., commenced steamboating on the *Westport* in 1878. He has recently been engaged on the *Iralda*, and on the Vancouver ferry.

Monk, Capt. A., Vancouver, B. C., was born in Newfoundland in 1865 and commenced his marine career at the age of sixteen. He is at present engaged on the steamer *Leonora*.

Monroe, George E., mate, was born in New York in 1852. He began his marine career when he was sixteen years of age on the ship *Webster*, between New York and San Francisco. After following his business in almost every part of the world, he came to San Francisco in 1884. He is at present on the *Undaunted*.

Monroe, Joseph A., master of steam ferry-boat *City of Seattle*.

Montgomery, R., Portland, Or., engineer of steamer *Eugene*.

Moody, Capt. Charles, Vancouver, B. C., was born in Newfoundland in 1868 and came to British Columbia in 1890. He was first on the steamer *Leonora*, was master of the *Skidegate* for about two years, and has recently taken command of the steamer *Comox*.

Moon, Charles L., Marshfield, Or., was born in Kansas in 1865 and has been steamboating on the Pacific Coast for nine years.

Moorcroft, Albert, Vancouver, B. C., ninth assistant engineer of steamship *Empress of China*.

Moore, George, engineer, Vancouver, B. C.

Moore, Capt. J. E., was born in Maine in 1860 and went to sea when he was fourteen years old. For seven years he cruised around the world. He came to Utsalady in 1880 and for several years was in the employ of the Puget Mill Company, after which he organized the Chinook Boom Company. Most of his steamboating has been as captain of the *Al Ki*, of which he is half owner.

Moore, William, mate, Seattle, Wash.

Moran, Robert, was born in New York in 1857 and arrived in Seattle in 1875.

Moran, Thomas, engineer, Portland, Or.

Morck, A. B., mate, Port Madison, Wash.

Morck, E. A., has served as purser on the steamers *Mascott*, *Traveler*, *Lucea Mason* and *Elwood*.

Morck, William, engineer, Tacoma, Wash.

Morene, Edgar, San Francisco, master of schooner *Volunteer*, running in the coasting trade.

Morgan, Elisha, mate, Port Townsend, Wash., is at present third officer on steamship *Costa Rica*.

Morley, Frank, master and pilot, San Francisco, has been connected with a number of well known coast steamships and was for several years employed on steamers on Puget Sound.

Morrison, Capt. B. H., San Francisco, has been sailing on the Pacific Coast for twenty-five years.

Morrison, George, engineer, Seattle, Wash., was born in Minnesota in 1864 and came to Puget Sound in 1882. He has been engaged on the *Emma Hayward*, *Fleetwood*, *North Pacific*, *Eliza Anderson*, and a number of other well known steamers.

Morrison, Capt. H. H., Seattle, Wash., was born in Michigan in 1863. He commenced steamboating on Puget Sound in 1888 and has been interested in the tugs *Magic*, *Mystic* and *Mascot*.

Morrissey, Capt. W. S., Port Angeles, Wash., was born in Massachusetts in 1843. His marine business on the Pacific Coast has been mostly in the fishing trade to the Okhotsk Sea and the Choumagin Islands, where he sailed the schooners *Page* and *Dashing Wave*.

Morse, Capt. C. C., was born in Bath, Me., in 1844. He commenced sailing on the Pacific Coast with the ship *George F. Manson* in 1885, and after two years took charge of the ship *C. F. Sargent*, where he remained for a similar length of time. He then purchased an interest in the ship *Occidental*, which he commanded until a few months ago, when he returned to the *Sargent*, of which he is part owner.

Morse, Frank W., first mate of ship *Cyrus Wakefield* in the coasting trade.

Mortensen, L., shipbuilder, Seattle, Wash.

Moss, Albert, mate and second mate, has been coasting out of San Francisco since 1879.

Moudy, W. H., engineer, Vancouver, Wash.

Muir, A. C., engineer, Esquimalt, B. C., was born in Scotland in 1845. He came to Victoria in 1876 and began running as chief engineer of the steamer *Pilot*. In 1877 he was appointed chief engineer at the Esquimalt drydock, and has remained in that position since. Before coming to the Pacific Coast he had considerable experience as a marine engineer sailing out of Hull and Glasgow.

Muller, William, ship-carpenter, Newport, Or.

Multhauf, Jacob, engineer, was born in Milwaukee, Wis., in 1853. He commenced steamboating in the Northwest as deckhand on the *Welcome* in 1878, and was afterward fireman on the *A. A. McCully* and second assistant on the *John Gates*. He was then chief engineer of the steamers *D. S. Baker*, *Almota*, *Wonder*, *City of Salem*, *Three Sisters* and *William M. Hoag*, being connected with the latter at the present time.

Munson, Capt. C. H., was born in Olympia, Wash., in 1867, and began steamboating on the *Fanny Lake* on Puget Sound in 1884.

Munson, John K., engineer, Kirkland, Wash.

Munzel, A., mate, was born in Germany in 1865. He came to the Pacific Coast in 1888 and has been running on the Sound and Coos Bay since as mate and second mate, holding the latter position on the steamer *Noyo* at the present time.

Murchison, Capt. A. T., New Westminster, B. C., was born in Illinois in 1863 and commenced his marine service in 1881 on the propeller *Lilly* on the Fraser River. He was afterward on the tugs *Belle* and *Westminster*, and then took command of the tug *Emma* for a year, subsequently running as master of the *Belle*, *Eva* and *Comet*. He remained with the *Belle* four years and is still in charge of the *Comet*.

Murchison, P. S., master of schooner *Fanny Adele*, was born on Prince Edward Island in 1867 and has run as mate and master on a number of well known coasting vessels.

Murphy, Capt. Thomas, was born in St. John's, New Brunswick, in 1845. He sailed on the Eastern coast until 1871, when he came to San Francisco via Hongkong and from there to Puget Sound. He began running as deckhand on the steamer *Chehalis*, was afterward on the *Fanny Lake* and *Nellie*, and ran the steam launch *Hyack* for nine years. He is at present living at Port Gamble, Wash.

Murray, J. D., mate, Seattle, Wash., was born in Kansas and commenced steamboating in the Northwest on Puget Sound in 1886.

Murray, William, steward, Portland, Or.

Mylius, C. N., shipbuilder, Vancouver, B. C.

Nadeau, Luke C., steward, Seattle, Wash.

Nagler, C. F., Seattle, Wash., master of tug *Mayflower*.

Nagler, Capt. Charles F., was born in Germany in 1853 and has been steamboating on Puget Sound since 1883. He began on the *Messenger* and has since served in different capacities on the *Susie*, *Daisy*, *City of Quincy*, *Washington*, *W. K. Merwin*, *Ferndale*, *J. R. McDonald*, *Fairhaven*, *Fleetwood*, *Fanny Lake*, *Idaho* and a number of others.

Neill, Thomas F., bar pilot, Astoria, Or.

Neilson, Thomas, master of tug *Pioneer*, was born in Norway in 1861 and commenced his marine service on the tug *Holyoke* in 1883.

Nelson, Edward, mate on sailing vessels, was born in Norway in 1851. He has been running on the Pacific Coast since 1887 and for the past five years has been on the ship *Columbia*.

Nelson, Frank, steward, San Francisco.

Nelson, Horatio, Port Townsend, Wash., was born in Christiana, Norway. He has been serving on Puget Sound since 1887 on the steamers *Despatch*, *Rustler*, *Garland*, *Union*, *Mogul*, *Discovery*, *Alert* and others.

Nelson, John C., engineer, Port Townsend, Wash., is a native of Norway and came to the Pacific Coast on the *Walla Walla* in 1881. In 1886 he was engineer on the Puget Sound steamers *Celilo*, *Queen City* and *Virginia*, was afterward on the *L. J. Perry*, *San Juan*, *Fanny Lake*, *Addie*, *Mastick* and *Josephine* as chief engineer, and on the tugs *Pioneer* and *Sea Lion* as first assistant. He has recently been engaged as engineer on the tug *Alert*.

Nelson, Capt. L. A., was born in Sweden in 1858 and came to the Pacific Coast in 1882. He was first engaged on the *Daisy Rowe*, and has since had command of the *Ocean Spray*, *Corinthian* and *Electric*. For the past five years he has been master of the schooner *Bobolink*.

Nelson, N. H., mate and second mate, San Francisco.

Nelson, O., master of schooner *Arthur I.*, has been sailing on the Pacific Coast since 1888.

Nelson, P., steward, San Francisco.

Nelson, S., master and pilot, Ballard, Wash.

Nelson, Thomas, mate, came to the Pacific Coast in 1884 and has run as mate on coasting vessels since. At present he is on the schooner *J. B. Leeds*.

Newcomb, J. M., mate, Nanaimo, B. C.

Newcombe, H., Nanaimo, B. C., master of steamer *Cutch*, was born in New Brunswick in 1859 and was in the deep-water service for several years. He came to the Pacific Coast in 1889 and commenced running on the steamer *Mamie*.

Newcombe, Capt. J. B., Vancouver, B. C., was born in New Brunswick in 1845 and has been engaged in the marine service for thirty-three years. He came to the Pacific Coast in 1889.

Newhall, James, mate, Seattle, Wash.

Newhall, Capt. William, Seattle, Wash., was born in Maine in 1830 and has been engaged in the marine business for nearly fifty years. He commenced on Puget Sound with the steamer *Success*, with which he is still connected.

Newling, O., steward, Vancouver, B. C.

Newman, Henry W., engineer, Snohomish, Wash., was born in New York City in 1859. He has been steamboating on Puget Sound since 1885 on the *Evangel*, *Cascades*, *May Queen*, *Glide* and others.

Nicholson, H. P., mate and second mate on coasting vessels.

Nickels, Capt. Albert N., Port Blakely, Wash.

Nickels, Capt. E. A., was born in Maine in 1838. He began sailing on the Pacific Coast about 1860, leaving deep water in 1876 to engage in steamboating on Puget Sound. His first vessel was the tug *Katie*, and he was afterward master of several tugboats on the Sound, his last command being the *Tacoma*.

Nickerson, Capt. Alonzo, Victoria, B. C., was born in Eastport, Me. He followed the sea for nearly thirty years before coming to Victoria in 1889, and has since been engaged on the *Thistle*, *Sardonyx*, *Earle* and other British Columbia steamers.

Nielsen, Peter, master and pilot, was born in Denmark. He came to the Pacific Coast in 1863 and joined the barkentine *Jane A. Falkenberg*, making two trips to the Columbia River. He then made three trips to Port Gamble on the bark *Torrent*. From 1866 to 1869 he ran various small vessels on the Sacramento River, then took charge of the schooner *Osceola*, running coastwise, for a year, and then went back to the river. He ran as master of the schooners *Helen*, *Letitia* and *Mary E. Russ* coastwise until 1887, when he began tugboating on San Diego Bay, and since then has been in that business in the harbors of San Pedro, San Francisco and Alaska.

Nielson, Capt. Anton, Seattle, Wash , was born in Norway in 1849. He has been engaged in the marine business for thirty years, fifteen of which he spent as master of sailing vessels in various parts of the world. He came to Puget Sound in 1887 and was employed on the tug *Mogul*, afterward serving a couple of years on Columbia River steamers. When the *General Canby* was taken to the Sound, Captain Nielson joined her as mate.

Nissen, Capt. H., was born in Pennsylvania in 1858 and commenced marine service on the Atlantic Coast. He came to the Pacific in 1880, his first command being the Hawaiian schooner *Jenny Walker* in the South Seas. He afterward sailed a number of vessels in the Hawaiian trade and for the past five years has commanded the barkentine *Mary Winkleman*, engaged in the coasting and island trade.

Niven, James, engineer, Victoria, B. C., was born in Scotland in 1867. He served an apprenticeship of five years in his native country and then came to the Pacific Coast, running for three years as second assistant on the steamship *Parthia* and as first assistant on the *Batavia*. He has also been connected with the *Islander* and other British Columbia steamers.

Nordeman, A., mate and second mate on coasting vessels.

Norman, Harry, mate, Victoria, B. C., was born in Norway in 1852. He has been running on the Pacific Coast since 1878, most of the time on Puget Sound and Victoria steamers.

Norwin, Capt. H. H., was born in Nova Scotia in 1860. He came to San Francisco on the bark *Atlantic* in 1881, remained with her a year, and then joined the whaler *Edward M. Barker*, leaving her in a few months to enter the employ of the Pacific Steam Whaling Company. He spent a year on each of the steamers *Bowhead*, *Bælena*, *Thrasher* and *Orca*, and two years on the steam whaler *Narwhal*. He then took command of the steamer *Grampus* for a cruise of nineteen months, during which he entered the Mackenzie River. On returning to San Francisco he took the steamer *Bælena*, with which he wintered in the Mackenzie River. Captain Norwin penetrated farther into the Arctic Ocean than any steamer had yet been, opening up a new field of considerable extent for the whaling industry.

Nunan, Thomas, shipbuilder, Coupeville, Wash., was born in Ireland in 1840 and learned his trade in New South Wales. He arrived at Port Townsend in the fall of 1859. He went to Seattle about 1879 and shortly afterward formed a partnership with Jonathan Mitchell. They have constructed several well known steamers.

Nute, Charles H., engineer, was born in Boston, Mass., in 1850. He commenced his marine career in the Northwest in 1878 on the *Wide West*, and has since served on the *Willamette Chief*, *Multnomah*, *Stark Street Ferry*, *Hassalo*, *Dixie Thompson*, *Harvest Queen*, and other steamers of the Oregon Railway & Navigation Company.

Nylund, Capt. Gustaf, Marshfield, Or., was born in Finland in 1855 and commenced his marine service on the Atlantic in 1875. In 1887 he came to the Pacific Coast and was for a short time on the steamer *Venture*. He remained ashore several years and a short time ago took command of the schooner *General Siglin*, of which he is part owner.

Oakes, Walter, Tacoma, Wash., superintendent of the Puget Sound & Alaska Steamship Company.

Oberg, Charles, mate, Victoria, B. C., was born in Sweden in 1863. He has been engaged on a number of British Columbia steamers and also on the *Agnes McDonald* and *Maggie Mac*. At present he is employed in the coasting lumber trade.

Oberg, Fred, mate, Astoria, Or., began sailing out of San Francisco in 1875. For the past ten years he has not been engaged in the marine business.

O'Connor, Arthur, steward on sailing vessels, San Francisco.

O'Connor, Capt. J. C., was born in New York in 1846. He began steamboating on Lake Washington in 1874 on the sternwheeler *Chehalis* and is at present running on the steamer *Katherine*.

O'Donnell, W. H., engineer, was born in Philadelphia in 1856 and has served as chief engineer on a number of tugboats in the East. He came to the Pacific Coast in 1889 as third assistant on the tug *Vigilant*. He remained with her for a short time and then went to the tugs *Alert* and *Reliance* as chief engineer, serving on them for five years and then joining the steamer *Sunol* in the same capacity.

Oeser, Eugene, quartermaster, Victoria, B. C.

Olesen, Capt. A., was born in Norway in 1861 and came to the Pacific Coast in 1880. He was master of the barkentine *North Bend* in 1887 and also served as master of the schooners *Webfoot*, *Orient* and *Volunteer*. At present he is in charge of the barkentine *C. C. Funk*.

Olesen, Capt. C. E., was born in Norway in 1849. He has been sailing on the Pacific Coast since 1872 and recently was appointed master of the schooner *Martha Tuft*.

Olesen, Thomas, mate on sailing vessels, was born in Norway in 1853 and has been sailing out of San Francisco since 1878, most of the time on lumber schooners.

Oleson, E., mate, Seattle, Wash.

Oleson, Edward, mate on sailing vessels, San Francisco.

Oliphant, John C., steamboat agent, Portland, Or.

Oliver, Jacob, steward, San Francisco.

Oliver, Capt. Nelson T., Port Townsend, Wash., was born in New Bedford, Mass., in 1833. He came to the Pacific Coast in 1859 on the bark *Coral* and was afterward in the whaling service for several years. He located at Port Townsend in 1872, where he engaged in piloting for several years. He retired a short time ago and has since been living ashore.

Oliver, W. H., engineer, was born at Port Huron, Mich. He has been steamboating on Puget Sound since 1886, beginning on the *Edith* on Lake Washington.

Olsen, A. H., mate on sailing vessels, was born in Norway in 1863 and has been sailing out of San Francisco since 1879.

Olsen, Capt. B., was born in Norway in 1865 and came to the Pacific Coast in 1883. He was first engaged on the schooner *J. B. Leeds*, and then as mate and carpenter on a number of coasting vessels until 1891, when he went to Alaska and took charge of the steamer *Baranoff*, which he has run for the past few seasons, returning to San Francisco in the winter and running on coasting steamships.

Olsen, Capt. Fred, Newport, Or., was born in Sweden in 1838 and began coasting in 1861 between San Francisco and northern ports. He remained in the business about twelve years and was quite successful, but retired several years ago.

Olsen, L., mate on sailing vessels.

Olsen, Capt. M., was born in Norway in 1849 and began deep-water sailing in various parts of the world before coming to the Pacific Coast in 1869. After his arrival he went as mate on the schooner *Norway*, coasting between Humboldt, Coos Bay and the Sound. In 1879 he became master of the schooner *Electra*, and has since held a similar position on the *Jennie Thelin*, *Napa City*, *Ivanhoe*, *Laura May*, *Amethyst* and *Mary Gilbert*. For the past year he has been master of the schooner *Albion*.

Olsen, Capt. Mathias, Oakland, Cal., was born in Norway in 1850 and has been running coastwise since 1872. He was first on the brig *Koloa*, and has since served as master of the schooners *Venus*, *Alfred*, *Annie Gee* and *R. W. Bartlett*, still being in command of the latter.

Olsen, Capt. O. T., was born in Norway in 1860. His first marine experience was as a seaman on the English coast. He came to San Francisco in 1883 and has been sailing in the northern trade most of the time since. He was for five years master of the schooner *Gussie Klose*, and for the past few years has had command of the schooner *Daisy Rowe*.

Olsen, Olof, mate, San Francisco.

Olsen, Peter, San Francisco, mate on steamer *Sunol*.

Olsen, William, mate, San Francisco, has been on the Pacific Coast since 1879. He was in the sealing trade for two or three seasons and in 1893 was mate on the *Coquitlam* when she was seized.

Olson, A. L., steamship mate, was born in Sweden in 1858. He has been in the employ of the Pacific Coast Steamship Company on their steamers since 1878 and has recently been engaged on the *Al Ki*.

Olson, Capt. J. F., was born in Sweden in 1840. He has been sailing on the Pacific Coast since 1888 and has recently had command of the steamer *Alcalde*.

Olson, William V., San Francisco, master of schooner *Gem*.

O'Niel, James, engineer, Seattle, Wash., was born in Maine in 1862 and began steamboating on the Sound in 1878 on the *Yakima*. He has run on a number of well known Sound steamers and has also been on the steamships *Haytian Republic* and *Wilmington*. He has recently been employed on the steamer *Idaho*.

Othmer, George, steward, Seattle, Wash.

Otis, D., engineer, was born in Minnesota in 1864. On coming to the Pacific Coast he joined the steamship *Victoria*, where he remained for two years and a half. He was also on the *State of California* and *Newbern* and then made a trip to Alaska as first officer on the steamer *Dora*. On his return he joined the *Noyo* as first assistant, going from her to the *Walla Walla*, where he ran for a year as third assistant. He was next on the steamer *City of Topeka* as first assistant for two years, and was afterward on the *Crescent City* and *Whitesboro*, still being connected with the latter.

Ott, G. W., master and pilot, San Francisco, has run in the Northwest as seaman on the *Orizaba* and *Little California*.

Overton, Daniel W., engineer, Astoria, Or.

Owens, P., engineer, San Francisco.

Owens, R. J., steward on United States steamer *Columbine*.

Packard, B. F., pilot commissioner, Astoria, Or.

Packwood, William, engineer, was born in Olympia, Wash., in 1857. He began his marine service in 1879 as fireman on the steam schooner *Ona*, and was afterward on the steamers *Edith*, *Pearl*, *Lone Fisherman*, *Edna*, *Skagit Chief*, *Eliza Anderson*, and other well known Sound vessels. He was for a short time on the steamship *Keweenaw*, and also served for a few months as first assistant on the *Mackinaw*.

Pafinfos, Robert, mate and second mate, San Francisco.

Page, James, mate, was born in Maine in 1848 and was connected with sailing vessels on the Atlantic Coast for eighteen years. His first work on coming to the Pacific Coast was on the tug *S. L. Mastick*. He has also been engaged on the steamers *Goliah*, *Katie*, *Pioneer* and *Tacoma*, still being connected with the latter.

Panhorst, Henry, mate, was born in San Francisco in 1871. He has been engaged as mate on the *Modoc* and *Pinole*, of which his father was master.

Paquet, Peter, was born in St. Louis, Mo., January 13, 1839, and came to Oregon in 1852. In 1861 he began his trade of boatbuilding, which he had learned from his father. He followed it until 1866, when he went to the sawmill business for three years.

Parker, F. S., master mariner, was born in Maine in 1830. He began sailing on the Atlantic Coast, and has visited almost every part of the world, having followed his calling in every country except France and Alaska. He began on the Pacific Coast in 1868 at San Francisco. During his fifty-two years in the marine business, he has been in a number of accidents, but none of a serious nature. Captain Parker is at present on the ship *Oriental*, and makes his home in San Francisco.

Parker, Henry A., mate, Seattle, Wash., was born in Maine in 1866. He has been steamboating on the Sound since 1881, and recently has been connected with the *A. R. Robinson*.

Parker, Capt. J. G., has been connected with the marine business for over forty years. He commenced on the Pacific Coast in 1858 with the Pacific Mail Steamship Company, serving on all of their steamers on the Panama and China routes. He is at present living in Parkersburg, Or., where he has a sawmill and is also interested in the tug *Triumph*.

Parker, J. J., mate, Tacoma, Wash., was born in Ohio in 1842. He entered the marine service at the age of eleven, sailing on the Great Lakes and in the deep-water trade until 1883, when he came to the Pacific Coast. He was for a short time in charge of the Pacific Coast Steamship Company's wharf at San Diego. He was afterward wharfinger at Port Townsend, and for a few months was mate on the tug *Collis*.

Parker, Capt. W. A., Tacoma, Wash., has been in the marine business for over forty years, most of the time on the Atlantic Coast and Great Lakes. His first work in the Northwest was in 1889 on the steamer *Susie*.

Parker, William, engineer, New Westminster, B. C., has been engaged on steamers of the Union Steamship Company since coming to the Northwest.

Parks, George F., engineer, Tacoma, Wash., was born in Oregon in 1871 and has been engaged on steamers on Puget Sound since 1878.

Parks, L. G., Tacoma, Wash., was born in Wisconsin in 1869 and has served as assistant engineer on nearly all of the principal Puget Sound steamers since 1887.

Parrott, W. E., master and pilot, Portland, Or.

Paterson, Capt. L. G., was born in Denmark in 1838. He has been sailing on the Pacific Coast since 1865, twenty-five years of which have been as master, and for the past four years has had command of the schooner *W. S. Phelps*.

Paton, William, fifth officer of steamship *Empress of India*, was born in Scotland in 1862. He has been on the Pacific Coast since 1880.

Patterson, Capt. Donald H., Vancouver, B. C., was born in Scotland in 1860 and commenced sailing to the East Indies and Australia when a boy. His first work on the Pacific Coast was in 1881 in the Nanaimo coal trade. He left sailing ships in 1883 and was for five years in the employ of the Canadian Pacific Navigation Company as mate. He was afterward master of the steamer *Earle* at Vancouver, going from her to the steamer *Belle*, and in July, 1893, taking charge of the *Active*, where he has since remained.

Patterson, W. J., engineer, Vancouver, B. C., was born in Ontario in 1859. His first marine experience was on the Great Lakes, where he remained until 1886, when he came to the Pacific Coast and joined the steamer *Glide* as fireman. He has since served as engineer on the tugs *Dreadnaught*, *Swan* and others, working on shore a portion of the time.

Patterson, Capt. William, Blaine, Wash., was born in Ireland in 1824 and began steamboating on the Pacific Coast on the Sacramento River in 1852, going to Puget Sound six years later. He engaged in trading around the Sound, which he followed for fourteen years, during which he owned and ran the sloops *Prentiss Boy* and *True Blue*. Captain Patterson has not followed the water for several years.

Paulsen, Capt. P., was born in Denmark in 1857. He came to the Pacific Coast from New Zealand in 1879 on the schooner *William L. Beebe*, then in the lumber trade. His first command was the schooner *Premier* in 1890, which he sailed for two years and then took command of the barkentine *Eureka*.

Paup, Martin, was born in Pennsylvania in 1846 and came to the Pacific Coast in 1872. He began running on the steamer *Politkofsky*, where he remained for sixteen years, fourteen of which he was chief engineer. He afterward served in the same capacity on the tug *Blakely*, retiring from her a short time ago. He is now living in Seattle, Wash.

Pearson, H. E., Portland, Or., steward of steamer *Dallas City*.

Pearson, James, San Francisco, steward of schooner *Alpine*.

Pearson, Capt. John P., was born in Sweden in 1829 and has been connected with the marine business nearly half a century. During the Civil War he served as ensign in the United States Navy and was on the mortar schooner *Sarah Bruin* in an engagement on Mobile Bay. He came to the Pacific Coast in 1876 on the bark *Montana*, was afterward mate on the ship *Washington Libby* and a number of other sailing vessels, and finally was given command of the ship *Ivanhoe*, which he sailed for three years. He was then master of the steamer *Ferndale*, leaving her a month before she was wrecked to take command of the bark *Germania*, on which he has since been engaged in the coasting trade.

Pearson, Martin, Oakland, Cal., master schooner *Coquille*.

Peasley, Ralph E., San Francisco, mate on schooner *Gardiner City*.

Peck, Capt. W. N., Eureka, Cal., was born in New Haven, Conn. He came to the Pacific Coast in 1863, his first work on arrival being on the old steamer *Senator*. He remained with her but a short time and then entered the coasting trade, soon afterward running from the Sound to Australia and South American ports in the lumber trade. At present he is master of the barkentine *Uncle John*.

Peel, Louis, engineer, Hoquiam, Wash., was born in Pittsburg, Penn., in 1852. He commenced steamboating on Gray's Harbor about twelve years ago. He has been engaged on the *Montesano*, *Typhoon*, *Rustler*, *Tillie* and others, and is engineer and part owner of the *Tillie*.

Pendergast, James W., engineer, was born in San Francisco in 1866. He has been running north from San Francisco for the past ten years, serving on the steamers *Tillamook*, *Arago*, *Ajax*, *Mexico*, *Sunol*, *Greenwood*, *Alcatraz*, *Whitesboro* and *Cosmopolis*, and is at present chief of the latter.

Pendleton, A. V., manager of Oregon Railway & Navigation Company's wharf at Astoria, Or.

Pendergrast, M. P., Marshfield, Or., master of steamer *Comet*, was born in Tennessee in 1850. He came to Coos Bay in 1872 and engaged in the mill business until about five years ago, when he purchased an interest in the steamer *Comet* and took command.

Penfield, Russell, engineer, Victoria, B. C.

Peregory, D. C., engineer, Seattle, Wash.

Perrot, Frank, marine draughtsman, Port Townsend, Wash.

Peterkin, Constantine, mate on sailing vessels, was born in Finland in 1849. He has been sailing on the Pacific Coast since 1873, and for the past five years has been mate on the barkentine *Portland*.

Peters, Charles J., engineer, Seattle, Wash., was born in Maine in 1867. He has been steamboating on Puget Sound since 1887, serving on the *Phantom*, *Blakely*, *Mary F. Perley*, *Rip Van Winkle*, and other well known steamers. He has also served on the steamships *Queen of the Pacific* and *Wilmington*, and has recently been engaged as engineer on the steamer *San Juan*.

Petersen, Capt. Christian, was born in Denmark in 1854 and began sailing north in the Pacific Coast trade in 1875. He was first on the schooner *Lizzie Madison*, running as mate until 1884, when he was appointed master of the schooner *Parallel*, of which he became part owner. He left her two years later for the schooner *Mary E. Russ*, which he sailed until 1890, at which time he purchased an interest in and superintended the building of the four-masted schooner *Ethel Zane*, which he has since commanded.

Petersen, Capt. Henry, was born in Norway in 1861. He commenced his marine service on the mail steamship *Norway*, coming to New Orleans in 1878. He came to the Pacific Coast in 1884, served for a few years as second mate and mate, and then took the yacht *Neva* to Tahiti. He was afterward mate on a number of steam schooners, and master of the schooner *Seven Sisters* and the steam schooner *Laguna*.

Petersen, J., mate on sailing vessels, San Francisco.

Petersen, J. H. C., engineer, was born in Germany in 1868. His first work on the Pacific Coast was as assistant on the tug *Relief*, where he remained for two years, afterward serving on the *City of Puebla*, *Oregon* and other steamships.

Petersen, Capt. Jacob, was born in Denmark in 1845. He commenced his marine service on a Danish man-of-war, sailed out of English ports for eight years, and then came to New York on the steamship *Oceanic*. He shipped from Boston for Portland, Or., on the bark *Corea*, arriving in 1871. He worked for a while on the steamer *Okanogan*, leaving her to engage in the coasting trade. In 1877 he was running to Puget Sound on the schooner *Courser*, first as mate and then as master. He was afterward master of the brigantine *Eureka*, schooners *Elnora*, *Sea Foam*, *Bobolink*, *Kitty Stevens*, *Daisy Rowe*, *Garcia*, *Western Home*, and a few small steamers. At present he is master of the schooner *Western Home*.

Petersen, Capt. O. I., Astoria, Or., was born in Denmark in 1862. He served for several years in the United States Navy on the *Pensacola*, *Iroquois* and *Rodgers*, and was with the latter when she was destroyed by fire off the coast of Siberia. He had charge of the steam launch *Brisk* on the Columbia River for three years and is at present an inspector in the Astoria custom-house.

Petersen, P. M., mate on sailing vessels, has been running north from San Francisco since 1886. He has recently been employed as mate on the schooner *Lucy*.

Petersen, R., keeper of the Willapa Bay Lighthouse, was employed on the lighthouse tender *Manzanita*, and was on sailing vessels until about 1878.

Peterson, A., mate on sailing vessels, San Francisco.

Peterson, Andrew, master of sailing vessels, was born in Sweden in 1832 and has been engaged in the marine business for forty-six years. For the past five years he has been running to Alaska as mate and master of vessels employed in the cannery business.

Peterson, C., steward of schooner *Montezuma*, San Francisco.

Peterson, Charles, San Francisco, steward of bark *Wilna*.

Peterson, Capt. Charles G. F., was born in Sweden in 1863. He began sailing north from San Francisco in 1882. He has served as first officer on the steamship *Del Norte* and as master of the steamer *Arctic* and schooner *Lillie and Mattie*. In 1892 he took command of the *Sailor Boy*, with which he has since been engaged.

Peterson, Claudius, mate, Quartermaster Harbor, Wash.

Peterson, Frederick, engineer, was born in London in 1845. He came to Puget Sound in 1870 and began on the old steamer *Black Diamond*. Since that time he has been connected with nearly all the steamers plying on the Sound, among them being the *Idaho*, *Alida*, *Alaskan*, *Olympian*, *T. J. Potter*, *Fanny Lake* and many others. For the past few years he has been in the employ of the Pacific Navigation Company, running on the steamers *Fairhaven* and *State of Washington*.

Peterson, G., mate on sailing vessels, was born in Sweden in 1869 and has been running on the Pacific Coast for the past nine years.

Peterson, Harry, mate, San Francisco, was born in Germany in 1866. He has been coasting out of San Francisco for three years.

Peterson, John, master and pilot, Portland, Or.

Peterson, Capt. John, was born in Norway. He has been sailing on the Pacific Coast since 1877 and is at present master of the bark *McNear*.

Peterson, John H., San Francisco, master of schooner *Twilight*.

Peterson, Julius, Hoquiam, Wash., steamboat master and owner.

Peterson, Capt. N. P., was born in Denmark in 1832. He commenced going to sea at the age of fifteen and followed deep water until 1855, when he came to the Pacific Coast as second mate on the ship *George Law*. He received his first command in 1864 and continued in the coasting trade until 1891, when he broke his leg while serving as master of the bark *Charles B. Kenney*. Since that time he has remained ashore.

Peterson, Capt. Oliver, was born in Denmark in 1840 and came to San Francisco in 1861 on the ship *Florence*. In 1869 he was mate on the schooner *May Queen*, in 1873 mate on the brig *Tanner*, and in 1874 was appointed master of the brig *Merchantman*, leaving her in a short time to take command of the brig *Crimea*. He was for seven years master of the schooner *San Buenaventura*, has also been master of the barkentine *Catherine Sudden*, schooners *J. B. Leeds* and *Lucy*, being still in command of the latter. He has been running in the Umpqua and Coos Bay trade for nineteen years, and has never had an accident in crossing the bars.

Peterson, P., mate on sailing vessels, has been coasting out of San Francisco for ten years. For the past eighteen months he has been connected with the *C. D. Bryant*.

Petit, Herbert, engineer, Ilwaco, Wash.

Pettigrew, James, engineer, Victoria, B. C., was born in Scotland in 1863 and has been engaged in the marine business for twelve years. He came to Victoria in 1891 and joined the steamer *Danube* as second assistant. He was next on the steamer *Caledonia*, going from her to the *Constance* and *Velos*.

Pettini, Anton, steward, San Francisco, was born in Italy in 1842. He has been running coastwise and in the Island trade since 1872. At present he is on the schooner *R. W. Bartlett*.

Pettman, John L., engineer, Newport, Or., was born in Ohio in 1849. His first service was on the tug *Favorite* at Astoria in 1886. He has since served on the steamers *Walluski*, *T. M Richardson* and *Volanta* on Yaquina Bay.

Phillips, John, mate on bark *Sea King*, was born in London in 1849. He has been coasting north from San Francisco for twenty-two years.

Phillips, Willard F., engineer, Florence, Or., was born in Maine in 1850. He came to the Siuslaw River in 1883, and in partnership with O. W. Hurd bought the propeller *Mary Hall*, which they ran for one summer. They then purchased the steamer *Mink* at Coos Bay, which they have since run in connection with the sidewheeler *Coos*.

Pickernell, John, Astoria, Or., master and owner of steamer *Mayflower*.

Pierce, Capt. George H., was born in Maine in 1855. He has been sailing the ocean for twenty-three years, and for the past five years has been in the Nanaimo coal trade on the *Carrollton* and *Sea King*.

Pierce, Nelson, retired master, San Francisco, came to the Pacific Coast in 1849 and was interested in a large number of coasting vessels.

Pierce, R. V., engineer, was born in Cleveland, Ohio, in 1857, and commenced his marine service on the Mississippi River. He came to Puget Sound in 1884 and joined the tug *Susie* as engineer. He remained on the Sound for a while, serving on the steamers *Evangel*, *Messenger*, *Skagit Chief* and others, and then went to San Francisco, where he has been engaged on a number of tugs and small steamers.

Pillow, P., engineer, Tacoma, Wash.

Pinkerton, Fred, master and pilot, Snohomish, Wash., was born in Minnesota in 1860. He has been steamboating on Puget Sound for the past eight years, and is at present master and half owner of the steamer *Mamie*.

Plath, F., mate on sailing vessels, has been sailing north from San Francisco since 1881.

Poole, John Phillips, mate, San Francisco, was born in Singapore, India, in 1853. He came to the Pacific Coast in 1868 on the *Princess Royal*, running between Victoria and London. He has been in the business in every country in the world except Japan. Mr. Poole was first officer of the *Crown of England* when she was wrecked in 1894.

Poulsen, Capt. M., was born in Norway in 1851. He came to the Pacific Coast in 1879 and joined the barkentine *John D. Spreckels*, on which he rose to the position of mate. He was afterward mate and master of the brigs *Hazard* and *Tahiti*, and master of the brig *Galilee* and barkentine *Geneva*. He is still sailing the latter vessel.

Potts, Thomas, engineer, Victoria, B. C., was born in England in 1861. He commenced steamboating on the *Etta White* at Victoria in 1887 and ran as second assistant on her for three years, afterward holding a similar position on the *Mascotte* until she burned.

Powell, Charles, engineer of ferry-boat at Grant's, Or.

Power B. T., master mariner, Vancouver, B. C., was born in Liverpool, England, in 1829, and has been engaged in the marine business for over forty years. He was in the deep-water trade until 1888, when he came to British Columbia.

Powers, John J., Victoria, B. C., steward of steamers *Charmer* and *Yosemite*.

Powys, Ernest A., mate, Vancouver, B. C., was born in Sydney, N. S. W., in 1867. He was engaged on steam coasters in Australia for two years, and then commenced sailing between Sydney and Puget Sound on the ship *Nineveh*. He left her at Tacoma after making a few trips and worked for a short time on the tugs *Tacoma* and *Blakely*. He then returned to deep water until 1887, when he came to Victoria, where he has since been engaged on the steamers *Mamie*, *Tepic*, *Swan*, *Vancouver*, *Velos*, *Capilano*, *Mermaid*, *Comox* and *Rainbow*.

Pragdon, John H., engineer, commenced his marine service on Puget Sound on the tug *Tyee* in 1884, and has since been engaged on a number of tugboats and steamers. He has recently been employed as first assistant on the Seattle fireboat *Snoqualmie*.

Preira, J., San Francisco, master of steamer *Ida*.

Prevost, James C., Victoria, B. C., owner of steam vessels.

Price, Captain, Edmunds, Wash., owner of steamer *Vigilant*.

Price, Fred R., Portland, Or., agent of the Oregon City Transportation Company.

Price, George H., engineer, New Westminster, B. C., was born in Massachusetts in 1861. He was engaged on a number of steamers running out of Boston and came to the Pacific Coast in 1886. He served for a year on the steamship *Mexico* and then went to British Columbia, where he joined the steamer *Beaver*. He served as second assistant on a number of British Columbia steamers and has recently been engaged as chief of the *Winnifred*.

Primrose, J. F., engineer, Port Townsend, Wash., was born in Port Madison, Wash., in 1865, and commenced steamboating on Puget Sound in 1882 on the *Addie*. He has since been engaged on the steamers *Augusta*, *Yakima* and *Cyrus Walker*, and at present is connected with the tug *Tacoma*.

Primrose, Capt. W. H., Port Blakely, Wash., was born in Port Madison, Wash., in 1863. His first work was on the steamer *Ruby*, where he was engaged as fireman. He afterward served as engineer on a number of boats running between Seattle and Port Blakely, and is at present master of the steamer *Sarah M. Renton*.

Purdy, Capt. John, Vancouver, B. C., was born in New Brunswick in 1838. He followed the sea on the Atlantic Coast until 1890, when he came to the Pacific. He began steamboating at Vancouver, B. C., and has recently been connected with the tug *Tepic*.

Pybus, Capt. H., R. N. R , was born at the Cape of Good Hope in December, 1850, and commenced his marine career at the age of ten. In 1866 he was midshipman on the ship *Gondola* and in 1870 second officer on the bark *Evangeline*, which he navigated from Demerara to Madeira during the illness of the captain and chief officer. In 1871 he was third mate on the ship *Naval Brigade*, in the China trade, and two years later second officer on the Royal Mail steamship *Baruto*, later holding a similar position on the R. M. S. S. *Roman* and the steamship *Pompoo*. He was second officer on the steamship *Europe*, which was wrecked on the China coast in 1882 and surrounded by pirates. Mr. Pybus proceeded to Foo-Choo in one of the ship's boats and was obliged to keep up a continuous fire for two days to keep the pirates off. In 1885 he was in command of the steamship *Kow Shing*, which obtained a world-wide celebrity in the late China and Japan war. While in charge he successfully navigated her from Taku to Shanghai with a broken rudder and sternpost. When the Canadian Pacific Railway sent the *Empress of China* to the Northwest, Captain Pybus came with her, and while in command, during a heavy gale off the coast of China, rescued twenty-seven Chinamen, the crew of a sinking junk. He is still in the service of the Canadian Pacific Railway and has recently been engaged as chief officer of the steamship *Empress of India*.

Pyle, Capt. Thomas, was born in England in 1853. He came to the Pacific Coast in 1872, has been sailing north from San Francisco since, and for the past few years has been in command of the bark *Vidette*.

Quast, W., steward, was born in Hamburg, Germany, and before coming to the Pacific Coast followed his calling on Atlantic sailing vessels for five years. In 1862 he was on the well known steamship *Brother Jonathan*, and afterward on the *Pacific* and *Senator*. He has also run on the steamships *Santa Cruz*, *Dakota*, *Mexico* and *George W. Elder*, and has been in the employ of the Pacific Coast Steamship Company for twenty-two years. At present he is steward on the steamship *City of Topeka*.

Quigley, Thomas J., engineer, was born in San Francisco in 1852, and began his marine career on the steamers running between San Francisco and China. He afterward ran north on the old steamer *Pelican* for a couple of years, and was then on the Panama route for a few years. He then went to the *State of California*, running north, and has also served on the tug *Donald* and steamships *George W. Elder* and *Idaho*.

Quinn, James H., engineer, was born in San Francisco in 1858. He commenced the marine business in 1882 on the steamship *Columbia*, and is at present chief engineer of the steam whaler *Bælena*.

Quinn, Thomas, mate, was born in Liverpool in 1851 and came to the Pacific Coast in 1871. He was mate on the bark *Buena Vista*, running north from San Francisco, and sailed in the employ of the Port Blakely Mill Company for several years. Since 1878 he has been engaged in fishing at Astoria, making occasional trips to sea.

Race, Capt. H. M., was born at sea in the Pacific Ocean in 1858. He commenced steamboating on Puget Sound on the *James Mortie*, and was afterward on the steamers *Georgie* and *Cyrus Walker*. In 1884 he purchased the steamer *Edna*, with which he has since been running in various parts of the Sound, making his headquarters at Whatcom.

Randall, Capt. Clement, San Francisco, is a son of Capt. Samuel Randall, with whom he commenced tugboating on the *Wizard* fifteen years ago. He has since been master of the tugs *Water Witch*, *Astoria*, *Wizard*, *Monarch* and *Vigilant*, being at present connected with the latter.

Randall, Thomas P., Oregon City, Or., purser of steamer *Ramona*, has also run on steamer *Latona*.

Randenier, F. J., mate on sailing vessels, has been running coastwise since 1855.

Rasmussen, Capt. J., was born in Denmark in 1845. He sailed out of German and English ports until 1870, when he came to San Francisco. On arrival he made a trip to China and then entered the coasting trade, running first as mate and then securing command of the schooner *Three Sisters*. At present he is master of the schooner *Vega*.

Rasmussen, Capt. N. J., Gardiner, Or., was born in Denmark in 1858. He has served as master of the schooners *Golden Gate*, *J. B. Leeds* and *Louise*, having had charge of the latter vessel for the past three years.

Rasmussen, Peter, mate on sailing vessels, San Francisco.

Rasmussen, Capt. R. P., San Francisco, was born in Denmark in 1860. He has been sailing north from San Francisco for fifteen years, and recently has commanded the schooner *Laura Madison*.

Reay, Robert, mate, Duwamish, Wash., was born in England in 1845. He sailed in the deep-water trade until 1886, when he came to Puget Sound and has been engaged most of the time since on the steamer *Skagit*.

Redmond, Joseph H., master and pilot, Seattle, Wash.

Reed, Capt. A. W., Gardiner, Or., was born in Maine in 1846. He was interested in a number of sailing vessels on the Atlantic Coast, and since coming to Coos Bay has been interested in a number of steamers, among them being the *Swan*, *Arago* and *Restless*.

Reed, Capt. Alfred, Empire City, Or., was born in Maine in 1863 and has been engaged in the marine business for fifteen years. He was for several months on the steamships *Wilmington* and *Haytian Republic*, and on the Sound has had charge of the steamers *Wasp* and *Mikado*. For the past year he has been master of the steamer *Arago*.

Reed, Capt. O., Coos Bay, Or., has been interested in the steamers *Ceres*, *Antelope*, *Little Annie*, and the schooner *Jennie Thelin*, sailing the latter for three years. At present Captain Reed is not following the water.

Reed, Olof, steamboat builder, Coquille, Or., was born in Norway in 1827. He has been interested in the marine business on Coos Bay since 1878. Among the vessels with which he is connected are the steamers *Antelope*, *Little Annie*, *Ceres* and several others.

Reed, Roger, engineer, Ballard, Wash., was born in Canada in 1871.

Rehfield, William, Astoria, Or., master and owner of steamer *E. L. Dwyer*.

Reid, James, steward, was born at Fort Simpson in 1853. He was first engaged on the old *Enterprise* in 1868, and since that time has been employed on the *George E. Starr*, *North Pacific*, *Maude*, *Wilson G. Hunt* and *Sardonyx*. He is at present on the *Danube*.

Reid, John, Astoria, Or., mate on sailing vessels, was born in Ireland in 1862. He commenced sailing north from San Francisco on the ship *Yosemite* in 1883. He has served on a number of other well known coasting vessels and was steamboating for about two years on the *Lurline* and *Undine* on the Columbia River. At present he is engaged in boating at Astoria.

Reiner, Charles, mate, San Francisco.

Remmers, G. T., master of sailing vessels, was born in Germany in 1854. He came to the Pacific Coast in 1878 as mate on the schooner *Sadie F. Caller*, and has since run as mate and master of a dozen different coasters. At present he is master of the schooner *Melancthon*.

Rennie, R., mate, Victoria, B. C.

Rentz, Capt. John, Astoria, Or., was born in Missouri in 1852. He began boating on the Columbia in 1874, running the scow schooners *Elnorah* and *Amelia*. In 1883 he received master's papers and since then has commanded the steamers *Enterprise*, *Montesano*, *Lillian*, *Eclipse*, and many others of the "mosquito fleet" out of Astoria.

Rich, Capt. Chester, Astoria, Or., was born in Vermont in 1856. He commenced steamboating on the Columbia River in 1882, and for the past six years has had charge of the steamer *C. W. Rich*, of which he is owner, running her to the Lewis and Clarke River.

Richardson, Frank M., Vancouver, B. C., second assistant engineer of steamship *Victoria*.

Richardson, Capt. P. A., Seattle, Wash., was born in Massachusetts in 1848. He commenced his marine work on Puget Sound in 1888 on the steamer *Bee*.

Riddle, Capt. R. W., was born in New Hampshire in 1840 and has been steamboating on Lake Washington since 1889.

Ringrus, W., master of schooner *Ruby*, has been coasting out of San Francisco for twelve years.

Ritchie, James K., master and pilot, New Westminster, B. C.

Ritter, Robert, Victoria, B. C., mate on steamer *Dispatch*, has also served on coasting vessels.

Robbins, George K., Hoodsport, Wash., retired master.

Roberts, Capt. T. W., Victoria, B. C., was born in Nova Scotia in 1854 and has been engaged in the marine business for twenty-two years, mostly in the deep-water trade and on sealing vessels. On coming to British Columbia in 1888, his first work was on the *Cariboo and Fly*. For the past few years he has had command of the steamer *Maude*.

Robertson, Daniel, steward, San Francisco.

Robertson, Harry E., mate, was born in Illinois in 1859. He has been steamboating on the Columbia River since 1884 and is at present on the *Dallas City*.

Robertson, John, Vancouver, B. C., engineer, was born in Pictou, Nova Scotia, in 1859 He commenced his marine career at Victoria in 1881 on the tug *Alexander* and is at present first assistant on the tug *Tepic*.

Robertson, Capt. Robert, Seattle, Wash., was born in Scotland in 1825 and came to California in 1849 as a seaman on the ship *Boston*. He sailed in the Sandwich Islands and Australian trade for several years, and in 1857 went to the Great Lakes, sailing out of Chicago, where he remained in charge of vessels until 1889, when he came to Seattle.

Robertson, Capt. W. H., was born at Tioga, Ill., in 1850. He began steamboating on the Willamette River in 1874. Most of the time since then he has spent on the *Stark Street Ferry*, running there as master for fifteen years. He retired from the water a few years ago and is now living in East Portland, Or.

Robinson, Capt. Edward N., Seattle, Wash., was born in New York and sailed out of Atlantic ports in the deep-water trade for nearly twenty years. He came to Puget Sound in 1889 and has since been connected with the steamer *A. R. Robinson*.

Robinson, John J., shipbuilder, was born in 1839. He arrived in Seattle in 1868 and has followed boat and ship building almost constantly since, having been employed on nearly all of the boats owned by Starr Brothers. At Victoria, where he is now living, he has been at work in Laing's shipyard for ten years.

Robison, Capt. E. N., Seattle, Wash.

Robison, Frank, mate on sailing vessels, has been running north out of San Francisco since 1885. He was also master of a small sternwheeler on Copper River, Alaska, and is at present connected with the ship *Occidental*.

Rod, Olof, mate and master of sailing vessels, Seattle, Wash.

Rodgers, F. E., engineer, Seattle, Wash., has engaged on lake steamers since arriving there three years ago.

Rogers, Anson, Marshfield, Or., master of the steamer *Butcher Boy*, running on Coos River.

Rogers, H. H., mate, Marshfield, Or., is running on Coos River.

Rogers, Hiram, mate, San Francisco, was born in England in 1831. He came to the Pacific Coast in the early fifties and ran for a long time on the brigs *Francisco*, *Marshall*, schooners *Page*, *Sierra Nevada*, and other pioneer vessels. He was on the ship *Caribbean* at the time of the Fraser River excitement, but soon afterward returned to England. He came to San Francisco again in 1875, and is still sailing out of the Bay City.

Rogers, Capt. James W., was born in California in 1866 and has been steamboating on Puget Sound and British Columbia waters for the past fifteen years. He was first connected with the steamer *Ada* at New Westminster and is at present with the steamer *Dunsmuir*.

Rogers, Lincoln, New Westminster, B. C., purser of *City of Nanaimo*, was born in Victoria in 1864. He has been engaged in steamboating since 1880.

Rogers, O. H. P., purser, New Westminster, B. C.

Rogers, S. C., master and engineer, Marshfield, Or., is at present connected with the steamer *Butcher Boy*.

Rogers, William, engineer, was born in San Francisco in 1865. He began steamboating at Burrard's Inlet in 1879, and was afterward on the *Ada* and other well known British Columbia steamers. He has recently been engaged on the steamer *City of Nanaimo*.

Roich, N. C., San Francisco, master of schooner *Fortuna*.

Rolandson, James, engineer, Marshfield, Or., was born in Denmark in 1854. He came to the Pacific Coast in 1874 on the ship *Warrior Queen*, which was wrecked near Point Reyes He joined the tug *Fearless* in 1882, and has since been engaged on the tugs *Columbia* and *Hunter*, steamers *Comet* and *Yarro*, and was half owner of the latter.

Rooke, Thomas, engineer, Marshfield, Or., commenced his marine service on Coos Bay in 1888 on the tug *Katie Cook*, and is at present engineer on the steamer *Blanco*.

Rose, Perry S., engineer, Sydney, Wash., was born in Iowa in 1870 and has been engaged on Puget Sound since 1879. For the past few years he has been engineer on the steam launch *Nipsic*.

Rosendall, Capt. W., was born in Finland in 1860. He commenced sailing on the Pacific Coast in 1882 on the schooner *Eclipse*, and is at present in command of the schooner *Maria E. Smith*, on which he has been engaged as mate and master for the past nine years.

Ross, R. B., engineer, Port Townsend, Wash.

Ross, William E., steward of whaleback *City of Everett*, came to the Pacific Coast as steward of the *Empress of Japan*. He also served for three years on the steamship *Parthia*.

Rowe, George N., engineer, Seaside, Or.

Roy, O. T., Vancouver, B. C., seventh assistant engineer of steamship *Empress of India*.

Royds, Clement, retired master, Vancouver, B. C.

Ruger, Capt. Emmett V., Fremont, Wash., was born in Wisconsin in 1864. He commenced steamboating in British Columbia in 1883 on the *William Irving*. He was engaged with the Canadian Pacific Navigation Company on various steamers for several years. At present he is not following the water.

Russell, Arthur, Victoria, B. C., steward of steamer *Islander*.

Russell, Thomas, engineer, Astoria, Or.

Russif, A., Victoria, B. C., has run as mate on sailing vessels coastwise since 1885.

Rutter, John H., boatbuilder, Astoria, Or., was born in England in 1840 He has been engaged in boatbuilding at Astoria for nearly twenty years. Among the vessels constructed by him are the steamers *Rip Van Winkle*, *Katata*, *E. L. Dwyer*, *Walluski*, schooners *Astoria*, *Hustler*, pilot schooner *Governor Moody*, sealing schooners *Bessie Rutter* and *Fisher Maid*.

Ryan, Alfred, engineer, Seattle, Wash., has been engaged on the Sound since 1888.

Ryan, J. B., San Francisco, first officer of steamship *Wellington*, was born in Cape Breton in 1859. He commenced sailing on the Pacific Coast on the steamer *Umatilla* in 1889.

Ryder, Robert, engineer, Vancouver, B. C., commenced his marine service on Lake Huron in 1883. He came to the Pacific Coast in 1890 and joined the tug *Velos*. He was afterward on the *Iona*, *Mermaid*, *Mamie* and others.

Safley, William, engineer, Florence, Or., has been running on Coos Bay in various capacities since 1872, most of the time as fireman and engineer.

Sain, W. T., engineer, Port Hadlock, Wash., was born in Ohio in 1867. Hs commenced his marine work on the *Richard Holyoke* in 1889 as fireman.

Sale, Charles, engineer, South Bend, Wash., was born at sea in the South Pacific Ocean in 1858. He began tugboating on the Columbia River bar in 1875 on the *Astoria*, *Columbia* and *Brenham*, remaining there for about six years. He then ran on the steamer *South Bend* on Shoalwater Bay four years, leaving her for the tug *Hunter*, where he ran two years and afterward the steamer *Alarm* for the same length of time.

Salte, A. E., Astoria, Or., master of steamer *O. K.*, has been on the Pacific Coast since 1880. He has held his present command for the past four years.

Saltonstall, J. W., was born in Ohio in 1849. He came to the Pacific Coast in 1875, and, having previously run in the Pacific Mail line from New York to Aspinwall, he entered their employ at San Francisco, running first to Panama and afterward to China and Australia. He has recently been engaged on the steamship *Empire* as second assistant engineer.

Samaritter, Robert, mate on sailing vessels, was born in Germany in 1858. and began in the coasting trade on the Pacific in 1872. He has also served as master of several different steamers, and has recently been engaged as mate on the schooner *Twilight*.

Sampson, Charles, steward of steamship *Warrimoo*.

Sanders, Charles, mate and master, Astoria, Or.

Sanders, Capt. F. H., began sailing out of San Francisco coastwise in 1869 and is at present master of the schooner *Alcalde*.

Sanders, S., engineer, Seattle, Wash.

Saunders, Frank P., Vancouver, B. C., mate of steamer *Cutch*.

Saxe, C. G., master of sailing vessels, was born in Russia in 1846. He came to the Pacific Coast in 1869 and joined the ship *Elizabeth Kimball*, on which he served as sailor and second mate with Captain Keller until the vessel was lost in 1873. He has since been engaged as mate and master on a score of well known coasters, and for the past year has been on the schooner *Puritan*.

Scandrett, A. J., San Francisco, first assistant engineer of steamship *State of California*, has also served on the *San Pablo* and *Los Angeles*.

Schiller, C., Vancouver, B. C., second steward on steamship *Empress of China*.

Schilling, J. E , engineer, Empire City, Or., was born in Ohio in 1863. He commenced his marine service on Coos Bay in 1888 on the steamer *Butcher Boy*, and afterward ran on the *Express*, *Montesano*, *Yarro*, and a number of other bay steamers.

Schmidt, John, master mariner, has been sailing north from San Francisco since 1879, most of the time in the coal trade.

Schrader, Capt. Paul, was born in Germany in 1850 and commenced going to sea in 1866. His first marine work in the Northwest was on the *Augusta*. He has since handled her and the *W. H. Harrison* on different coast routes.

Schroder, F., mate on sailing vessels, San Francisco.

Schultz, Charles, mate on sailing vessels.

Scott, A., mate and second mate on coasting vessels.

Scott, Alexander, keeper of the life-saving station at Bandon, Or., was born in Indiana in 1848. He came to Port Orford in 1889 and was engaged in sealing and fishing there for a number of years before being appointed to his present position.

Scott, James, Astoria, Or., engineer of *Columbia River Lightship No. 50*.

Scott, John W., engineer, Seattle, Wash.

Scott, J. W., engineer, Portland, Or.

Scott, O. W., engineer, was born in Brooklyn, N. Y., in 1860. He commenced his marine service in New York City in 1877, running on the principal steamship lines out of that metropolis. He came to the Pacific Coast as first assistant on the steamship *San Benito* and has since remained with her.

Seal, C. W., Vancouver, B. C., second officer of steamship *Empress of Japan*.

Sears, Albert A., mate and master, Victoria, B. C., was born in New Brunswick in 1864 and came to Vancouver, B. C., in 1891. He was first engaged on the *Comox* as mate, in 1893 was master of the *Coquitlam*, and has recently been running as first officer on the steamer *R. P. Rithet*.

Settem, H. B., mate, Knappton, Wash., was born in Norway in 1869 and has been engaged on several small steamers at the mouth of the Columbia River.

Severy, D. E., engineer, Florence, Or., was born in Illinois in 1868 and commenced steamboating on the Siuslaw River in 1889.

Sewall, Arthur N., master of American ship *Benj. Sewall*.

Shade, Reuben, engineer, Tacoma, Wash., was born in Ohio in 1839 and commenced steamboating on the Ohio River on the *Telegraph No. 3*. He was afterward engaged on the Missouri and Mississippi rivers, running between St. Louis and Fort Benton. He came to Puget Sound in 1888, his first work being as second assistant on the *George E. Starr*. He went from her to the *Quickstep* and other steamers, where he worked four years, and then entered the employ of the Electric Light Works at Tacoma.

Shagrin, Capt. Charles, Nahcotta, Wash., was born in Sweden in 1852. He began sailing sloops on Shoalwater Bay in 1877.

Shaver, Lincoln, mate and pilot, Portland, Or.

Shaw, Andrew, Victoria, B. C., was born in Yorkshire, England, in 1829, and is supposed to be the only person now living who came out on the *Princess Royal* when she was brought to the Pacific Coast. On his arrival at Victoria he went to work on the Hudson's Bay Company's steamer *Beaver*, Captain Dodd. From her he was transferred to the *Otter*, and during his long career has served on all of that company's vessels with Captains Spring, Mouatt, McKay, Jones and others. At different times he was also connected with various other steam and sailing craft in the Northwest, among them being the schooners *Kate*, *San Diego*, *Mary Ann*, *Mink*, *Morning Star*, steamers *Emily Harris*, *Eliza Anderson*, and others.

Shaw, H. G., Tacoma, Wash., second officer of steamship *Tacoma*.

Shearer, George W., master and pilot, Renton, Wash.

Shearer, James, engineer, Renton, Wash.

Sheel, C., mate on sailing vessels, was born in Germany in 1858. He came to the Pacific Coast in 1881 and for some years has been running in the Sandwich Islands trade on the schooners *Robert Lewers*, *Alice Cook* and *Aloha*, having been connected with the latter for the past two years.

Sheldrop, J., mate on coasting vessels.

Shellgren, E., purser and steamboat owner, Long Branch, Wash.

Shephard, E. C., engineer, Victoria, B. C., was born in Montreal, Canada, in 1850, and has been engaged in British Columbia waters since 1887.

Shephard, F. F., engineer, San Francisco, was born in New York in 1858. He came to the Pacific Coast in 1878 and entered the marine service, first as oiler on the steamship *Santa Cruz*. He was also on the *State of California*, *Mariposa* and *Santa Rosa* as oiler and water-tender, and was then with the *City of Chester* as second assistant for a year. He was afterward first assistant on the steamships *Ferndale*, *Mary D. Hume* and *Gypsy*, running on the latter vessel four years, and leaving her in October, 1893, for the *Bonita*, where he has since remained.

Shibles, Capt. Peter, Port Hadlock, Wash., was born in Maine in 1859. He commenced steamboating on the *Louise* on Puget Sound in 1884. He was afterward mate on the steamers *Josephine* and *Richard Holyoke*, master of the *St. Patrick* for two years, and of the *Louise* for the past five years.

Shirley, James, engineer, was born in Ireland in 1853 and commenced his marine service with the White Star line. He came to the Pacific Coast in 1882 on the steamship *Arabic* and has since been engaged on a number of well known steamships as second, third and first assistant. He has recently been engaged as first assistant on the steamer *Cleone*.

Short, Miles, assistant engineer of steamship *Santa Cruz*.

Short, Thomas, engineer, Seattle, Wash.

Shroll, J. T., Tacoma, Wash., master of steamer *Meta*.

Shubert, H. C., steward on coasting steamships, was for eight years in the United States Navy. He is at present on the steamship *Humboldt*.

Siggins, James, engineer, Portland, Or., was born in Ireland in 1849. He began on the Columbia River steamer *Dixie Thompson* in 1879. He was afterward engaged on Sound steamers and ran on the *Monticello* with Captain Hatch.

Sighorst, Capt. A., was born in Germany in 1843. After coming to this country he ran on Atlantic sailing vessels for a time, and began steamboating in the Northwest in 1863 on the schooner *Union Forever*, running out of San Francisco. During his thirty-two years on the Pacific Coast, he has been on the schooners *Mary Ellen*, *Theresa*, *Mary Buhne*, *Esther Buhne* and *Ottilja Fjord*. He has held master's papers for twenty-one years.

Sikmund, Frank, engineer, Seattle, Wash., was born in Norway in 1857. He commenced steamboating on the *Rip Van Winkle* at Seattle in 1885 and has since served on the *Mabel* and numerous other Sound steamers.

Silovich, John, San Francisco, master of tug *Reliance*, has been in the tugboat service on San Francisco bar eleven years.

Simpson, William, engineer, South Bend, Wash., was born in Buffalo, N. Y., in 1841. He has been engaged in the Northwest since 1887, most of the time on Shoalwater Bay.

Slater, G. W., engineer, Seattle, Wash.

Slater, John, master of sailing vessels, has been running out of San Francisco since 1873. He first ran as mate on the *Two Brothers* and *Majestic*, and then took command of the *Oriental*, which he sailed for five years. He then had charge of the *Aureola* four years, leaving her for the *Wilna*, which he has commanded for the past six years, running in the Nanaimo coal trade.

Sloan, E. G., was born in Pennsylvania in 1837 and was engaged for twenty years as purser on Mississippi River boats. In 1882 he entered the employ of the Kelloggs of Portland, Or., running as purser on their steamers *Joseph Kellogg* and *Northwest*, and also acting as agent for them.

Smart, John W., engineer, was born in New Brunswick in 1844. He commenced his marine work on the steamer *Eliza Anderson* in 1884, running with her and the steamer *Washington* until 1888, when he accepted a position with the Union Electric Company of Seattle, with whom he has since remained.

Smith, A. J., retired purser, Portland, Or., was engaged on the *Calliope* and a number of Willamette River steamers in the early part of the eighties.

Smith, Axel, engineer, was born in Norway in 1846. He joined the marine service in Sweden, leaving there in 1867 to come to the Pacific Coast. On his arrival at San Francisco he began running as first assistant engineer on the tug *Goliah*, and was afterward oiler and first assistant on the steamships *New World* and *Yosemite* on Puget Sound for three years. He then went as chief on the tug *Mary Ann* on Humboldt bar, remaining there seventeen years. He then placed the engines in the steamer *National City* and has been running as chief on her since.

Smith, Charles, mate, Port Blakely, Wash., began his marine career in the Northwest in 1865. He is at present connected with the ship *Kate Davenport*.

Smith, Capt. Charles, Port Townsend, Wash., was born in Germany in 1838. He began sailing north from San Francisco in 1880 and was engaged on sailing vessels for several years, among them being the ships *Elizabeth Kimball*, *David Hoadley* and bark *Revere*. Recently he has been operating the steam launch *Villa* at Port Townsend, running as master and engineer.

Smith, Capt. Charles D., was born in Port Townsend, Wash., in 1858, and is a son of the pioneer Capt. Henry Smith, with whom he commenced steamboating on the *Etta White*. He was master of the tug *Estelle* for nearly three years, leaving her three days before she was wrecked. He also ran for a short time as pilot on the *Islander*, and for the past year has had command of the *Etta White*.

Smith, Charles T., engineer, Astoria, Or.

Smith, E. A., steward, Nelson, B. C.

Smith, Capt. E. W., was born in Wisconsin in 1855. He began steamboating on the *Comet* on Puget Sound in 1877 and has recently been master of the steamer *W. F. Munroe*.

Smith, Forbes A., engineer, Portland, Or., was born in Oregon City in 1872. His work has been mostly in connection with steamers in the Oregon Railway & Navigation Company's boneyard at Portland.

Smith, Frederick F., engineer, was born in Oregon City in 1864. He commenced steamboating as fireman on the *Idaho* in 1880, and has been in the employ of the Oregon Railway & Navigation Company almost continuously since, running most of the time on the Columbia River, although he was engaged for a while on Puget Sound. For the past few years he has been chief engineer of the steamer *Ocklahama*.

Smith, Capt. H. B., was born in Maine in 1855. He has been sailing out of Northwestern ports since 1881, nearly all of the time as master. He was for seven years in charge of the schooner *Una*, leaving her in 1890 to take the *Gardiner City*, from which he was transferred to the *Zampa*. He next was in charge of the schooner *Sadie*, where he has since remained and with which he has made some splendid runs.

Smith, Henry S., engineer, La Center, Wash.

Smith, Hiram, steward, San Francisco.

Smith, James, Vancouver, B. C., sixth assistant engineer of steamship *Empress of China*.

Smith, James, Gardiner, Or., mate on Coos Bay steamers.

Smith, James, engineer, was born in Scotland in 1854. He came to the Pacific Coast about 1880 and ran for a short time on the steamer *C. M. Belshaw* on San Francisco Bay. He then went to the Columbia River, where he was engaged for three years on the steamer *A. B. Field*. He was next on the Tillamook steamer *Minnie Miller* for two years, leaving her to run in the coasting trade on the steamer *Dolphin*. About 1890 he was appointed engineer of the tug *J. M. Coleman* on Gray's Harbor and Shoalwater Bay, where he has since remained.

Smith, James J., engineer, Port Townsend, Wash., was born in California in 1864. His first marine work in the Northwest was on the steamer *Estelle*. He is at present engaged on the steamer *Alert*.

Smith, Joseph H., engineer of ocean steamships, was born in Liverpool, England, in 1843, and served for a long time in the Spanish Navy. He ran for several years in the Nanaimo coal trade as chief engineer of the steamship *Empire*.

Smith, L. C., mate, Olympia, Wash., began steamboating on the Columbia River in 1884.

Smith, L. D., engineer, Fairhaven, Wash., was born in Visalia, Cal., and has been steamboating on Puget Sound since 1889.

Smith, Peter E., San Francisco, engineer of steamer *Greenwood*, commenced his marine service on the Willamette River in 1873.

Smith, Thomas, engineer, was born in England in 1865 and has been connected with the marine business for sixteen years. He commenced in the Northwest in 1885 on the *Walla Walla*, and has recently been engaged as third assistant on the steamship *Queen*.

Smith, Thomas, master mariner, San Francisco.

Smith, Capt. Thomas G., Stanwood, Wash., was born in Maine in 1858 and commenced steamboating on Puget Sound on the *Susie* in 1885.

Smith, W. J., Tacoma, Wash., third officer of steamship *Tacoma*.

Smith, William A., engineer, was born at Olympia, Wash., in 1863. He began his marine work on the schooner *Ernest* and was afterward on the steamers *Ruby*, *Joe Adams*, *Rip Van Winkle*, *Fanny Lake*, *Blakely*, *Evangel* and others.

Smith, William G., mate, Hoodsport, Wash., was born in Beverly, Mass. He began steamboating in 1869 on Puget Sound on the *Cyrus Walker*, and was afterward mate on the *Favorite* and the *Yakima*.

Snyder, C. W., engineer, Seattle, Wash., has been connected with the marine business for seventeen years.

Snyder, Samuel S., engineer, Sunshine, Wash., was born in Ohio. He began steamboating on the Coquille River on the *Little Annie*, remaining with her several years, and then going to Tillamook, where he was employed on the *General Garfield* and *Rosie Olsen*. He next went to Shoalwater Bay, where he was engaged on the *Restless*. Mr. Snyder has also been employed on Puget Sound steamers.

Sorenson, E., shipbuilder, Ballard, Wash., has been building steam and sailing vessels in the Northwest for the past twenty years. His best known production on the Willamette was the steamship *Yaquina*, and, on the Sound, the steamer *Monticello*.

Sorenson, Capt. P. C., Cœur d'Alene, Idaho, was born in Norway in 1833, and has been engaged in building and operating steam and sailing craft all his life. He built the first steamer on Cœur d'Alene Lake, and has also constructed a great many small steamers for the interior waters of the Northwest.

Sparling, Capt. Fred H., Seattle, Wash., was born in Detroit, Mich., in 1862. His steamboat experience in the Northwest was confined to his foolhardy trip with the old *Wide West*. He left here shortly afterward, and during the Chilean War was engaged on the celebrated battleship *Nichteroy*.

Spaulding, Capt. George C., Seattle, Wash., has had charge of the *Bee*, *Wasp* and other small towboats.

Spencer, Capt. Edward, was born in Norway in 1847. He came to the Pacific Coast about 1872 and entered the employ of the Oregon Steam Navigation Company on the steamer *Bonita*. He remained with the company in different capacities for nearly twelve years, and during that time performed considerable work as a submarine diver. In that capacity he has worked on the Ainsworth Bridge on the Columbia River, the Morrison Street Bridge on the Willamette, and the coal bunkers at Tacoma. He was one of the owners of the steamer *City of Sellwood*, which ran for several years between Portland and that thriving suburb. Captain Spencer moved to Ilwaco, Wash., several years ago and has since held the position of pilot commissioner for three terms.

Spieseke, Oswin, engineer, Seattle, Wash., was born in Berlin in 1861. He commenced steamboating on Puget Sound in 1877 on the steamer *Phantom*, going from her to the *Mary Taylor*, *Fanny* and tug *Tacoma* until 1879, when he entered the Northern Pacific Railroad shops at Tacoma, remaining there until 1882. He subsequently ran for a short time as second assistant on the steamers *Tacoma* and *Olympia*, and then went to San Francisco and joined the steamship *Australia* as water-tender. On returning to the Sound he was chief engineer of the tugs *Katie*, *Tacoma* and *J. R. McDonald*. He went around to the Columbia River with the *Olympian* in 1891 and on his return went to the steamer *Politkofsky*, where he has since remained.

Spieseke, William, engineer, was born in Prussia in 1832. He began steamboating on Puget Sound on the *Favorite* in 1873 and has run on the steamers *Phantom*, *S. L. Mastick*, *Tacoma*, *Politkofsky* and others.

Spiger, Henry, engineer, was born in Ohio in 1848 and has been engaged in the marine business for twenty-nine years. He began on the Ohio River and came to Puget Sound in 1883, where his first work was on the steamer *Glide*. He was subsequently on the *Augusta*, *Rip Van Winkle*, *Queen City*, *J. E. Boyden*, *Despatch*, *Fanny Lake*, *City of Ellensburg* and *Mountaineer*.

Spofford, E. R., engineer, Marshfield, Or., was in the marine business on Lake Superior tugboats, and has also followed his calling on the tugs *Hunter* and *Liberty* on Coos Bay.

Spong, Capt. A. J., was born in Oregon in 1858. He commenced steamboating on the *Orient* in 1887 and was afterward mate on the *Occident*, *N. S. Bentley* and *Three Sisters*. Since April, 1891, he has been alternately master of the *Latona* and *Ramona*, owned by the Oregon City Transportation Company.

Spratt, Chas. J. V., steamboat owner, Victoria, B. C., is a son of the late Capt. Joseph Spratt and was born in Victoria in 1873. He is also the proprietor of Spratt's wharf.

Springsteen, B. F., chief engineer, Napa City, Cal., was born in Albany, N. Y., in 1825. He commenced steamboating on the Hudson River in 1840, came to the Pacific Coast in 1851, and was for a long time in the employ of the California Steam Navigation Company. In 1861 he was running north as third assistant on the *Brother Jonathan*. Since that time he has been engaged on steamers in California waters.

Stannard, Edward F., master of steam and sailing vessels, was born in Westport, Conn., in 1842. His last work in the Northwest was on the steamship *George W. Elder*.

Stanton, Thomas, shipbuilder, Victoria, B. C.

Staples, Lorin S., bar pilot, Astoria, Or.

Starr, Charles, mate of the bark *Fairchild*, has been coasting on the Pacific since 1871 in the coal and lumber trade.

Starr, William, mate and master, Astoria, Or.

Staveley, Edward C., purser, Seattle, Wash.

Steele, Capt. John, Victoria, B. C., was born in Rhode Island in 1858, and has been employed on British Columbia steamers since 1887.

Steel, Robert, engineer, Victoria, B. C., was born in Glasgow, Scotland, in 1857. He commenced running out of Victoria five years ago and has recently been engaged as second assistant on the steamer *Joan*.

Stephens, Charles, steamship mate, was born in Russia in 1851 and began sailing out of Rotterdam, Holland, when a boy. He arrived on the Pacific Coast in 1874, and worked as quartermaster on the steamships *Mohongo*, *Constitution*, *Pacific*, and as third officer on the steamers *Ancon*, *Constantine* and *Victoria*. He has been on the *State of California* for the past thirteen years, three years as second officer, three years as third officer, and seven years as first officer.

Steve, Augustus, mate on coasting vessels, San Francisco.

Stevens, Capt. Francis, was born in Vancouver, Wash., in 1858 and began steamboating in 1878. He has run as mate, master and pilot on the Columbia River and on Puget Sound steamers, and has recently been connected with the Vancouver Ferry.

Stevens, Frank, master on sailing vessels, San Francisco.

Stevenson, Edward, engineer, Victoria, B. C., was born in Newcastle, England, in 1866. He came to British Columbia in 1887, serving first as assistant engineer on the tug *Pilot* for two years and then working in the Albion Iron Works. For the past five years he has been engaged on the steamship *Costa Rica*, on which he is at present first assistant.

Stewart, A. J., steward, San Francisco.

Stewart, Charles E , mate, Seattle, Wash.

Stewart, Capt. Charles E., Edmonds, Wash., commenced his marine work on the Sound in 1889 on the tug *Holyoke*.

Stickler. G. M., Oregon City, Or., was born in Pennsylvania in 1836. While in the employ of the People's Transportation Company he assisted in constructing the *Albany*, *Dayton*, *Success*, *McMinnville* and *Senator*. Mr. Stickler has retired from shipbuilding.

Still, Capt. Walter, was born in England in 1853. He entered the marine business in 1874 at Utsalady on the steamer *Linnie*. He was afterward on the *Gertrude*, running to the Stickeen River and Alaska, and also on the tug *Blakely*, steamers *Hornet* and *De Haro*, carrying mail, freight and passengers out of Fairhaven.

Stinson, Benjamin F., Seattle, Wash., engineer of steamer *Mary Perley*.

Stockfleth. Capt. John, was born in Germany in 1847. He came to the Pacific Coast in 1867 and joined the ship *El Dorado* at San Francisco. He was next mate on the schooner *Dashing Wave* and afterward second mate on the bark *Architect*. He subsequently entered the employ of Hobbs, Wall & Co. as master of the schooner *J. G. Wall*, continuing there for eight years. Captain Stockfleth then took command of the steamer *Crescent City*, which he ran for eight years, leaving her in 1890 to go to the steamer *Del Norte*, where he has since had charge.

Stone, Charles. agent of the Columbia River & Puget Sound Navigation Company, Astoria, Or.

Stoneman, Capt. John W., began steamboating on the middle Columbia in 1877, having previously sailed in deep-water ships all over the world. He was overseer of the construction of the Columbia River Jetty from its inception.

Strand, C. F., mate and master, San Francisco, was born in Norway in 1866. He came to the Pacific Coast in 1883 and has been engaged on a number of well known coasting steamers.

Strantinan, F., mate and second mate on sailing vessels, San Francisco.

Stromberg, John, engineer, Port Townsend, Wash., was born in Sweden in 1865. He came to the Sound in 1886, served four years on the revenue cutter *Oliver Wolcott*, and has since been engaged on the tugs *Collis*, *Holyoke*, *Discovery*, and the steamer *Angeles*.

Stuart, C., captain of the life-saving station at Fort Canby, Wash.

Studdert, Hugh, engineer, Roche Harbor, Wash., was born in Ireland in 1860. He commenced steamboating on Puget Sound in 1886 on the *J. B. Libby*. He was afterward on the steamship *Wilmington* until she burned, and then went to the steamer *Harry Lynn*.

Stull, John F., engineer, Seattle, Wash., was born in Toronto, Canada, in 1869. he began his marine work on the steamer *Politkofsky* in 1888, and afterward served as engineer on the steamers *Volga*, *Glide*, *Grace*, *Kirkland* and *C. C. Calkins*, leaving the water to take the position of chief engineer at the Madison Street Power-house.

Stutsman, Henry, engineer, was born in Iowa in 1859. He began steamboating on the Columbia River in 1877 on the *Luckiamute Chief*. He was afterward on the *City of Salem* and chief engineer of the Lewis River Transportation Company's steamers, leaving the river a few years ago to accept a position as chief engineer of the Burnside Street Bridge at Portland.

Sudlow, Capt. Thomas M., was born on the Atlantic Ocean in 1859 while his parents were *en route* from Liverpool to New York. His first work was in New York harbor on the steam pilot-boat *Hercules*, and he was afterward engaged in boating on Yellowstone Lake. He came to Puget Sound in 1887 and was employed on the tug *Queen City*. Captain Sudlow was subsequently on the *Laurel* and a number of other well known Sound steamers.

Sullivan, J. D., engineer, has been running on vessels out of San Francisco since 1873, when he began on the steamer *Ajax*. He has most of the time since been in the employ of the Pacific Mail Steamship Company, and was one of the crew of the *Montana* when she burned in the Gulf of California, off Guaymas, Mex.

Sullivan, John, engineer, was born in San Francisco in 1867. He commenced his marine service on the steamship *Humboldt* in 1883, leaving a year later for a term of five years in a machine shop. He was afterward first assistant on the steamship *Mexico*, and for three years was second assistant on the *City of Topeka*. In 1892 he made a trip north on the steamer *Jeanie* with supplies for the whaling fleet.

Sullivan, William, mate on sailing vessels, San Francisco.

Summers, Abner H., engineer, was born in Oregon City, Or., in 1846, and began his career as fireman on the old steamer *Onward* in 1862, running on the Willamette River. He afterward served on the People's Transportation Company's boats *Relief*, *Enterprise*, *Reliance*, *Active*, *Albany*, *Fannie Patton*, *Echo*, *Alice*, *Shoo Fly*, *Success* and *Dayton*. Mr. Summers is now connected with the steamer *Harvest Moon*.

Sutherland, John, mate, Seattle, Wash.

Sutherland, Capt. John, Sapperton, B. C., was born in the Shetland Islands in 1867 and came to the Fraser River in 1888. He was on the tug *Iris* for two years, and for the past four years has been master of the tug *Brunette*.

Svenson, Capt. A. W., Victoria, B. C., was born in Sweden in 1859. He has been engaged on the Pacific Coast since 1880, beginning as quartermaster of the steamship *Grenada*. He was afterward on the *Queen*, *Santa Rosa* and *Mexico*, and was for three years mate on the schooner *Courser*. He was then in command of the schooner *Blakely*, subsequently taking charge of the old bark *Southern Chief*.

Svenson, B., mate on sailing vessels, was born in Norway in 1856. He came to the Pacific Coast on the ship *Harvester* in 1877, and has been mate on a large number of coasting vessels, at present holding that position on the *C. B. Kenney*.

Swain, Frank D., mate and master, has been sailing out of San Francisco since 1885.

Swain, George, steward, came to the Pacific Coast in 1882. He served on a number of sailing vessels, was also in the employ of the Pacific Coast Steamship Company, and has recently been engaged on the steamship *Mackinaw*.

Swan, J. Herbert, Tacoma, Wash., surgeon of steamship *Victoria*.

Sweeney, L. C., mate on sailing vessels, has been running north from San Francisco since 1883. He has recently been engaged on the ship *India*.

Talbot, W. J., steward, Portland, Or.

Tanner, John, engineer, Seattle, Wash., began on Puget Sound in 1889 on the steam schooner *Lucy Lowe*. He has since been connected with a number of small steamers, of some of which he was part owner.

Tarte, Alfred A., engineer, Blaine, Wash., was born in Esquimalt, B. C., in 1865. He has been employed on the *Brick*, *Evangel* and other steamers run by Capt. James W. Tarte.

Taylor, D. O., purser, has been employed on the *Lurline* and other steamers belonging to Jacob Kamm.

Taylor, William, master of American ship *Reaper*.

Tell, John H., master and pilot, Portland, Or.

Tew, Oren L., engineer. Shelton, Wash., has served on the steamers *Aberdeen*, *Clan McDonald*, *City of Aberdeen* and *Willie*.

Tew, Capt. Thomas S., Seattle, Wash.

Thain, John, engineer, Victoria, B. C , was born in France. He served an apprenticeship of five years at the Thames Iron Works in London, England, going from there to Singapore, India, where he joined a coasting steamer as second assistant. He remained in the employ of a number of Oriental steamship companies until 1887, when he joined the steamship *Danube* and came to Victoria as first assistant He is at present chief engineer of the steamer.

Thain, M. W., harbor master and port warden at Vancouver, B. C., was born in St. John's, New Brunswick, in 1834, and began going to sea when a mere boy. In 1855 he was mate of an American vessel trading to Hongkong, and remained there in the coasting trade for several months. He afterward was sailing on the Atlantic and to South American ports, and on coming back to the Pacific Coast spent some time in the Fraser River mines. He subsequently engaged in the stevedoring business, and in 1885 was appointed harbor master at Vancouver, which office he has since filled.

Thatcher, Joseph, purser, Whatcom, Wash., has been connected with the steamers *Idaho, Daisy, Eliza Anderson* and *Messenger* on Puget Sound.

Theilsen, Capt. Henry, Tacoma, Wash., was born in New York in 1861 and began steamboating in 1878. He has owned several small steamers on the Sound and at present is in command of the steamer *Blue Star* of Tacoma. Captain Theilsen was owner of the steamer *E. M. Gill*, burned at Allyn, Wash., in 1892.

Thomas, Erskine, engineer, Seattle, Wash., was born in Massachusetts in 1862. He commenced work on the Sound on the *Eliza Anderson* and has recently been in the employ of the Northwestern Steamship Company.

Thomas, Capt. Frank, Olympia, Wash.

Thomas, W. R., was born in Oregon City, Or., and is a son of John T. Thomas, builder of the *Hoosier, Carrie Ladd* and other pioneer steamers. He began steamboating on the Willamette River in 1877, ran there as mate and engineer for several years, and afterward went to the Sound. He has recently been engaged on the Oregon Railway & Navigation Company's steamers on the upper Columbia and Snake rivers.

Thompson, A., San Francisco, master of schooner *Bender Brothers.*

Thompson, Harvey K., engineer, has been in the marine business for sixteen years. He began service on the Pacific Coast in 1890, and has run as chief of the tugs *Astoria* and *Traveler* and of the steamer *Signal.* He has held a similar position for two years on the steamer *Crescent City.*

Thompson, J., master of ship *Euphrosyne*, in the Liverpool and Portland grain trade.

Thompson, J. R., mate, Seattle, Wash., owner of steamer *Lydia Thompson.*

Thompson, M., San Francisco, ship carpenter of schooner *Aloha.*

Thompson, Nicholas, chief engineer, Vancouver, B. C., was born in England in 1853. He commenced his marine service in the Northwest in 1888 and has recently been engaged on the tug *Tepic.*

Thompson, T., San Francisco, master of bark *S. C. Allen*, was born in Norway in 1853 and has been sailing out of San Francisco since 1873. He brought the *Allen* out from the East and has been master of her since.

Thompson, T. H., mate on sailing vessels, San Francisco.

Thompson, Theodore, mate on sailing vessels, was born in Norway in 1856. He sailed out of European ports for eleven years and came to the Pacific Coast in 1882. He at first engaged in the coasting service and then began sailing in the Sandwich Islands trade, where he has since continued. Mr. Thompson is at present employed on the schooner *Jennie Thelin.*

Thompson, W. C., engineer, Seattle, Wash.

Thompson, Capt. W. H., Nanaimo, B. C., was born in Liverpool, England, in 1848. He was sailing out of San Francisco in 1870 and was afterward connected with the steamer *Lilly* on Puget Sound for a short time. He retired from the water several years ago and has since been engaged in business at Nanaimo.

Thompson, William, steamship mate, was born in Germany in 1860. He began running between San Francisco and Puget Sound in 1873 on the *George W. Elder*, and is at present on the *Al Ki.*

Thornton, Henry M., engineer, was born in Australia in 1861. He began steamboating on the Columbia River in 1877 with the Oregon Railway & Navigation Company, his first work being on the *Idaho.* He left the Columbia several years ago and has since been following his profession on Puget Sound. For several years past he has been running as chief engineer of the steamer *Sarah M. Renton.*

Thorsen, Lars, San Francisco, mate of steamer *Tillamook.*

Tibbals, H. L., Jr., Port Townsend, Wash., steamship agent and shipping commissioner, was born in Port Townsend in 1859 and is a son of Capt. H. L. Tibbals.

Tibitts, George H., mate on sailing vessels, Berkeley, Cal.

Tichenor, A. K., steamship purser, San Francisco.

Titus, James A., engineer, Kent, Wash., was born in California in 1869. His first steamboating was as mate on the *Comet*, but he soon afterward secured an engineer's license and has since been connected with the steamers *Jessie, Al Ki, James McNaught, Susie, Edna, Lone Fisherman, Idaho, Welcome, Emma Hayward* and others.

Tobin, William, president of the Steamship Firemen's Association, was born in Ireland in 1860. He came to the Pacific Coast in 1876, his first work being on the steamship *Great Republic.* He afterward ran for several years on the Portland and San Francisco steamers and also on steamers running north. Mr. Tobin was one of the crew of the *Idaho* when she was wrecked near Race Rocks, and since that time has been living in Seattle, looking after the interests of the association he represents.

Todd, Donald, engineer, Vancouver, B. C., was born in Victoria in 1853. He began his marine work as fireman on the steamer *Woodside*, where he served four years, running for a similar length of time on the steamer *Etta White.* He was afterward engaged as second assistant on the steamers *Thistle, Coquitlam, Capilano* and *Rainbow*, still being connected with the latter.

Toffor, H., master of sailing vessels, was born in Germany in 1849. He has been engaged on coasting schooners since 1870 and is at present on the *Twilight.*

Tompkins, B., steward with the Columbia & Kootenai Steam Navigation Company, Nelson, B. C.

Tonnesen, Jacob, mate, Port Blakely, Wash.

Topping, W. F., agent of the Oregon Railway & Navigation Company's Oriental Steamship Line, Portland, Or.

Tornstrom, Capt. W., was born in Stockholm, Sweden, in 1853. He began sailing on the Pacific Coast on the bark *Brontes*, and since then has been master of the schooners *Alice, Marion, Ida, Florence, Fairy Queen, Ivy* and *Comet.*

Towne, Moses J., engineer, Gardiner, Or., was born in Maine in 1859. He has been steamboating for eight years on the Umpqua and Siuslaw rivers.

Tracey, Charles H., engineer, was born at Nantucket, Mass., in 1854. His first work on the Pacific Coast was at Port Townsend on the steamer *Despatch.* He was also engaged on the little steamer *Underwriter*, and was then for three years engineer at the Spring Valley Water Works at San Francisco. On returning to the water he engaged on the steamships *Mexico, Los Angeles, Pasadena, Jeanie, Del Norte* and *Oregon*, with the latter of which he ran as first assistant.

Treanor, Capt. William, was born on Prince Edward Island. He has been sailing on the Pacific Coast since 1876 and was first engaged on the schooner *Trustee* until she was wrecked at Gray's Harbor. He was next on the brig *North Star*, barkentine *Webfoot*, schooners *Fanny Adele, Maid of Orleans* and *J. M. Coleman.*

Trebell, John, mate, has been coasting north from San Francisco since 1872. He ran for several years in the employ of the Pacific Mail Steamship Company, and was three years in the United States Navy. He was second officer on the steamship *Crown of England* when she was wrecked in 1894.

Tregonning, W. M., wharfinger Dunsmuir Coal Company, Departure Bay, B. C.

Trewren, Joseph F., mate and pilot, was born in England in 1857. He came to the Pacific Coast in 1879 and joined the United States survey steamer *McArthur*, remaining with her for a year. For the next seven years he was in the trade between San Francisco and Puget Sound on steam and sailing schooners. In 1887 he joined the tug *Relief* as mate, running on her until the completion of the *Fearless*, with which tug he has since remained.

Troutman, Capt. Daniel, Seattle, Wash., was born in Indiana in 1840 and sailed in the deep-water trade for nearly thirty years. He came to Puget Sound in 1888 and took command of the *Duck Hunter.* He has recently been operating the steamer *Delta.*

Trudgett, Robert, steward, San Francisco.

Trullinger, P. A., master and pilot, Astoria, Or., was born in Oregon in 1855. His first steamboating was on the *Minnehaha*, built on Sucker Lake. He also served with her on the Willamette River, and then retired from the water for several years. In 1887 he was master of the steamer *Governor Newell* on the lower Columbia River.

Trumbull, H. A., engineer, Tacoma, Wash.

Tucker, H. R., engineer, Bothell, Wash., was born in Massachusetts in 1851. He was engaged in the deep-water service on steamships until 1885, when he came to Puget Sound and joined the steamer *Gazelle.* He has since served as engineer on the steamers *Eliza Anderson, Edith, Duck Hunter, Violet, Hornet* and *Katherine.*

Tukey, John F., pilot, was born in Maine in 1831 and came to the Northwest in the fifties. For twenty years he carried the mail between Port Townsend and Port Discovery. Mr. Tukey retired from the water several years ago and is now living on a farm near Port Townsend, Wash.

Tullock, William K., retired purser, Victoria, B. C., followed the marine business for twelve years. He was in the employ of the White Star line on the Atlantic, and on coming to the Pacific entered the service of the Occidental & Oriental Steamship Company, running between San Francisco and Hongkong. He was on the steamship *San Pablo* when she was wrecked on Turnabout Island, and retired from the business soon afterward.

Tully, John, steward, Portland, Or.

Tumelty, John, engineer, Victoria, B. C., was born in Liverpool, England, in 1865. He came to the Pacific Coast on the *Abyssinia* in 1887, and on arrival joined the steamer *Rainbow* for three years. He was afterward on the *Maude*, *Thistle*, *Lorne*, *Coquitlam* and *Daisy*. Before coming to the Coast, Mr. Tumelty served for seven years on Atlantic steamers.

Turk, R. E., surfman life-saving station, Fort Stevens, Or.

Turner, Charles B., engineer and boatbuilder, Joseph, Wallowa County, Or., was born in California in 1854. He commenced marine work on the steamer *General Canby*. He has recently been engaged on the steamer *Alpha*, the first and only steamer on Wallowa Lake.

Turner, Harry, mate, Seattle, Wash.

Turpel, William, shipbuilder, Victoria, B. C., built the steamer *Standard* and many other well known vessels. In 1894 he constructed a marine railway at Victoria, which is one of the most complete on the Pacific Coast, taking but fifteen minutes from the time the vessel leaves the water till she is in a position for repairs.

Twineham, Charles, steward, Portland, Or.

Uren, Thomas, mate, Tacoma, Wash., began steamboating on the *North Pacific* in 1879 and has since been connected with all of the leading steamers on the Sound. He has recently been engaged on the steamer *Typhoon*.

Valentine, W. B., pilot, was born in Ohio in 1825. He came to Astoria in 1855 and began running on the steamer *Senorita* as deckhand with Captain Wells. He went to the Chehalis River in 1856 on the schooner *General Harney*, and when the old steamer *Chehalis* commenced running there he was engaged with her for about a year. He then retired from the service until about 1883, when he established the Montesano Ferry across the Chehalis River, which he is still operating.

Van Tassel, William, engineer, Tacoma, Wash.

Veal, John J., Vancouver, B. C., master of steamer *Skidegate*.

Vickery, Hubert, mate, San Francisco.

Vierow, August, engineer, Seattle, Wash., was born in Germany in 1832. He came to the Pacific Coast in 1857 on the brig *George Emery*, Captain Dryden, landing at Port Discovery, Wash. He then went to the Fraser River mines, where he remained until 1859, when he ran the sloop *Black Shark* on the Snohomish River in the jobbing trade. After the *Shark* was lost on Cape Flattery, he took the bark *Mallory* in 1863. She became water-logged and was run into Neah Bay, where she soon broke up. In 1868 he began steamboating on Coos Bay on the tug *Fearless*, which was wrecked in 1873. Mr. Vierow has retired from the marine business.

Vivian, Charles, engineer, San Francisco, was born in England in 1858. He served an apprenticeship in Cornwall, England, and came to the Pacific Coast in 1882. He served for eight years on the steamship *Oceanic*, on which he was running as second assistant when she ran down the *City of Chester*. Mr. Vivian has recently been engaged as second assistant on the steamship *Costa Rica*.

Von Dahlern, G. H. F., San Francisco, master of bark *Aureola*.

Wade, G. H., engineer, Seattle, Wash., was born in Maine in 1856, and has been engaged in the marine business since 1876, commencing on the Columbia River steamer *Lurline*. He was for many years engaged on ferry steamers between Portland and Albina before the completion of the bridges, and was afterward on the steamer *Hermina* until she burned at Willow Bar on the Columbia.

Walker, Donald, shipbuilder, Victoria, B. C., was born in New Brunswick in 1829, going from there to Oshkosh, Wis., where he was engaged in building lake vessels for twenty years. Since coming to the Pacific Coast he has confined his operations to repairing vessels, and is part owner of the schooner *Carlotta G. Cox*, built in 1890.

Walker, G. M., master and pilot, Portland, Or.

Walker, T. C., engineer, Vancouver, B. C., was born in Ontario, Canada, in 1868 He came to the Northwest in 1890, was second assistant on a number of steamers, and has recently served as engineer on the tugs *Agnes* and *Glide*.

Walker, Thomas W., Vancouver, B. C., steward of steamship *Empress of India*, was born in Liverpool, England, in 1858. He was one of the crew of the steamship *Oregon*, wrecked off Fire Island several years ago.

Walker, William C., mate on sailing vessels, was born on the Isle of Wight in 1867 and has followed the sea since he was fourteen years of age. He has been coasting out of San Francisco for the past ten years and is at present second mate of the ship *Elwell*.

Wallace, Albert, mate and second mate on sailing vessels, San Francisco.

Wallace, Charles, engineer, San Francisco.

Walters, John, mate and master, Vancouver, B. C., had command of the steamer *Vancouver* in 1891 and has recently been engaged as first officer on the steamer *Comox*.

Walton, William G., engineer, San Francisco, was born in England. He has been in the marine service for about fourteen years, ten of which were spent on the Pacific Mail Steamship Company's steamship *City of Peking*, running from San Francisco to Hongkong. He is at present on the steamer *Point Loma*, running to Gray's Harbor.

Wann, Fred, mate on sailing vessels, was born in Sweden in 1860. He commenced sailing on the Pacific Coast in 1880 in Pope & Talbot's employ. His last vessel was the schooner *Glendale*, on which he has been running for two years.

Ward, D. H., master of sailing vessels, was born in California in 1858. He commenced sailing north in 1881 on the bark *C. O. Whitmore* and has recently been connected with the barkentine *Amelia*.

Ward, Robert, master mariner, Victoria, B. C.

Ward, S. F., engineer on Lake Washington, Seattle, Wash.

Warren, Augustus, engineer, was born in Lowell, Mass., in 1837. He began steamboating on the Stickeen River in 1875, the sternwheeler *Hope* being his first vessel.

Warren, Frank S., master of steamer *Zephyr*, Tacoma, Wash., was born in New York and has been steamboating on the Sound since 1884.

Warren, W., engineer, San Francisco.

Watkins, Capt. R. J., Chelan, Wash., was born in Pennsylvania in 1856. His first steamboating in the Northwest was on the *Belle* on Lake Chelan in 1890. In 1894 he built the steamer *Stehekin*, which he has since been running on the lake.

Watts, James, engineer, New Westminster, B. C.

Watts, Oscar E., mate on sailing vessels, was born in Maine in 1856. He began sailing on the bark *Whistler* out of San Francisco in 1877 and has recently been engaged on the ship *Wachussett*.

Watts, Capt W., Vancouver, B. C.

Weatherwax, Capt. J. M., Aberdeen, Wash., was born in New York in 1826. He is interested in the schooner bearing his name, and also a number of other vessels operated in connection with his lumber business at Aberdeen.

Weaver, Harry P., mate on sailing vessels, San Francisco.

Webb, R. D., mate and pilot, Seattle, Wash., was born in Union City, Wash. He has been steamboating on Puget Sound since 1883, his first vessel having been the *Josephine*.

Webber, Charles, mate and master, was born in Germany in 1860 and has been on the Pacific Coast since 1873. He has run as mate on a large number of well known coasting vessels, and is at present on the *Nonantum*.

Weber, Capt. Henry, was born in Germany in 1862. His first work in the Northwest was as quartermaster on the steamer *Olympian* in 1884. He was also on the tug *Richard Holyoke* and various other Sound steamers, and for two years was owner and master of the steamer *Joe* on Hood's Canal.

Webster, Charles A., steward, San Francisco.

Weeks, Philip W., shipping master, Astoria, Or.

Weiss, William, engineer, Seattle, Wash.

Weiss, William, engineer, Whatcom, Wash., was born in Germany in 1860. He began steamboating in the Northwest on the Fraser River steamer *Gem* in 1879 and is at present engineer of the steamer *Edna* at Whatcom.

Welch, John W., master and pilot, Astoria, Or.

Welch, Madison, engineer, Portland, Or.

Welden, George, first assistant engineer on United States steamer *Manzanita*, Astoria, Or.

Wescott, William, mate and second mate on coasting steamships, has been sailing out of San Francisco since 1880. He has recently been connected with the steamship *Al Ki*.

West, Capt. Fred C., Seattle, Wash.

Westerman, George, engineer, Olalla, Wash.

Wheeler, Capt. Roscoe, San Francisco, was born in Gloucester, Mass., in 1832. He commenced his marine work on the Pacific Coast in 1866 and for the past twenty years has owned and run the tug *Lottie*.

Whelan, Capt. Thomas, Bothell, Wash., was born in Philadelphia, Penn., in 1865. He commenced steamboating on

Puget Sound on the Idaho in 1881 and has recently been engaged on the little steamer *Duck Hunter* on Lake Washington.

White, Capt. Thomas D., Marshfield, Or., was born in Iowa in 1866. He commenced his marine service on Coos Bay in 1889 and has had charge of the steamers *Coos*, *Yarro* and others.

White, William H., steward, Tacoma, Wash., commenced on the *Otter* in 1882 and has recently been engaged on the *Zephyr*.

Whitehead, A., shipbuilder, Oakland, Cal.

Whitehead, Edward K., mate, Portland, Or.

Whitfield, Capt. William, Snohomish, Wash., was born in London, England, in 1846. The greater part of his marine work has been as purser, and in that capacity he ran with Captain Low on the steamer *Nellie*, Captain Merwin on the *W. K. Merwin*, Capt. Daniel Benson on the *City of Quincy*, and Capt. Henry Bailey on the *Mabel*.

Whitney, Albert, master of sailing vessels, was born in Harvard, Mass., in 1841. He has been engaged on the bark *Raphael* for twelve years, ten of which he has been master.

Whitney, George H., mate on steam colliers, was born in New Brunswick in 1859. He came to the Pacific Coast in 1883 with the steamship *Barnard Castle*, on which he was engaged for two years as second and first mate. When the *Castle* was lost he joined the *Wellington*, and has since served on nearly all of the best known colliers running north.

Whitney, Capt. William, was born in New Orleans, La., in 1842, and commenced sailing out of his native port at the age of eleven. He first arrived on the Pacific Coast in 1858, going at once to the mines, where he remained for a year. On his return he joined the schooner *F. P. Green* in the Shoalwater Bay oyster trade. He was afterward master of the schooner and has since had command of a number of coasting vessels. He was master of the *Corona* when she was lost near Mendocino, and is at present in charge of the schooner *Jessie Miner*.

Whitson, Thomas, San Francisco, mate on sailing vessels.

Wielke, Fred, San Francisco, second mate on schooner *Aloha*.

Wikander, F., Eureka, Cal., mate and second mate on sailing vessels.

Wikmen, John A., mate on sailing vessels.

Wilcox, H. E., keeper of the Coos Bay Life-saving Station.

Wilke, P. M., mate, San Francisco.

Wilkie, Robert, mate, Portland, Or.

Wilkins, George, mate of bark *McNear*, was born in Germany in 1848 and has been coasting north from San Francisco since 1868.

Willey, George B., purser, Olympia, Wash.

Willey, Capt. Lafayette, is a native of Maine and began steamboating on the *Susie* on Puget Sound in 1877. He is at present master of the steamer *Multnomah*.

Willey, P. L., Olympia, Wash., master of steamer *City of Aberdeen*.

Willey, Samuel, was born in Maine in 1826 and arrived on the Pacific Coast in 1859. He began the steamboat business at Olympia in 1880 with the steamer *Susie*, which he sold in 1883 and bought the *Willey*. In 1889 he bought the steamer *Multnomah*.

Williams, A. J., engineer, Bothell, Wash., was born in Philadelphia, Penn. He has been in the marine business for thirty years, most of the time on Atlantic Coast steamships. He commenced on Puget Sound in 1888 on the steamer *Politkofsky*.

Williams, Albert J., engineer, Bothell, Wash., was born in Philadelphia in 1846. He has been engaged on the steamer *Duck Hunter* on Lake Washington for several years.

Williams, Capt. C. H., Eagle Harbor, Wash., was born in New York City in 1855. He built the steamer *Tolo* in 1889 and ran her four years.

Williams, Charles, mate, was born in Norway in 1864. He began sailing out of San Francisco on the barkentine *Tam O'Shanter*, and was afterward on the *Harvester*, *Occidental* and *Wilmington*. He was master of the schooner *Mary Parker* and has also served on the tugs *Holyoke*, *Mastick*, *Mogul* and *Tacoma*. Mr. Williams is at present on the steamer *Brick*

Williams, Charles H., engineer, Gig Harbor, Wash.

Williams, Capt. G. W., Bandon, Or., was born in Indiana in 1842 and commenced steamboating on the Snake River on the *Annie Faxon* in 1886. He has not been in active service for several years but is interested in the steamers *Bandorille* and *Gold Gatherer*.

Williams, H. E., engineer, Gig Harbor, Wash.

Williams, James, master mariner, Vancouver, B. C.

Williams, John, engineer, Victoria, B. C., was born in Norfolk, Va., in 1831. He served in the United States Navy four years during the Civil War, three years of which he was on the monitor *Ericsson* and one year on the *Niagara*. He came to British Columbia about 1876 on the bark *Glen Fruin*, which he left at Victoria. He then went to Puget Sound and joined the revenue cutter *Oliver Wolcott*, where he remained eight years, most of the time as fireman. He then worked in the Albion Iron Works at Victoria for three years, at the expiration of which he returned to the water as chief engineer of the steamer *Nell*. He was afterward engineer on the steamer *Cariboo and Fly*, *Spratt's Ark*, *Emma*, and was second assistant on the steamer *Beaver*. He served for a long time as fireman on the steamers *Otter*, *Boscowitz* and *Sardonyx*. Mr. Williams has recently been employed as chief engineer of the *Cariboo and Fly*.

Williams, Samuel, master of steamer *Barbara Boscowitz*, is a native of England and began steamboating in the Northwest about 1872. Most of his work has been on northern routes out of Victoria.

Williams, T. A., engineer, was born in New York in 1860 and commenced his marine service in the Aspinwall line. Since coming to the Pacific Coast he has served as second and first assistant on a large number of coasting steamers running north from San Francisco.

Williams, Theo. O., Port Madison, Wash., was born in New York City in 1827 and came to the Pacific Coast in 1849. He ran for a while as second mate on the steamship *General Warren*, leaving her in 1851 to go to the mines. He was afterward mate on the *Leonosa*, but left her to go to the Fraser River diggings. On returning from there he ran as mate on the steamer *Resolute*, Captain Guindon. After retiring from the water Mr. Williams was elected sheriff of Kitsap County, Wash., and has held the office four terms.

Williams, William, Ballard, Wash., was born in Camden, N. J., in 1841. He came round the Horn in 1861 as third mate on the *Storm King*, and afterward ran as first mate on the barks *Victor* and *Windward*, and steamer *Constitution*. He built the sloop *Jupiter* and is now her master.

Wilson, Augustus, steward, San Francisco.

Wilson, Capt. Charles E., Seattle, Wash.

Wilson, Capt. E. F., Bay Center, Wash., was born at Portland, Or., in 1856. He has been steamboating on Shoalwater Bay since 1884 and is master and half owner of the steamer *Favorite*.

Wilson, E. J., mate, Bay Center, Wash.

Wilson, E. P., mate, Astoria, Or.

Wilson, Capt. F. A., Olympia, Wash., was born in Oregon and commenced steamboating on the *Messenger* on Puget Sound in 1883.

Wilson, F. F., engineer, Cœur d'Alene, Idaho, was born in Louisiana in 1865. He commenced his marine career on the Mississippi River and came to Cœur d'Alene in 1887. He has since been connected with the steamers *Idaho*, *Cœur d'Alene*, *Kootenai*, *Volunteer*, *Amelia Wheaton* and *St. Joe*.

Wilson, H., Portland, Or., master of bark *Kitty*.

Wilson, Henry, engineer, Colby, Wash., was born in New York in 1850. He has been in the marine business for twenty-five years and sailed as master on the Great Lakes for eight years. He came to Puget Sound in 1888 and has since been engaged on the *Fanny Lake*, *Mascot*, *Iola*, and a number of other steamers.

Wilson, J. P., mate on sailing vessels, was born in Finland in 1844. He has been sailing north from San Francisco since 1867 and was second mate on the bark *David Hoadley* when she was wrecked.

Wilson, James S., engineer, Seattle, Wash.

Wilson, Oscar, engineer, Astoria, Or.

Wilson, Thomas, engineer, Victoria, B. C.

Wiman, Capt. Chance, Tacoma, Wash., was born in Canada in 1864. He commenced steamboating on the *Messenger* on Puget Sound in 1883 and has since been engaged on the *Lottie*, *Clara Brown*, *Estelle*, *Des Moines* and others.

Winchester, J. R., master of bark *Thermopylæ*.

Windrow, John, San Francisco, master of ship *Two Brothers*.

Winkel, George, mate, was born in Denmark in 1866. He came to the Pacific Coast in 1886 and has been running as mate on lumber steamers since that time. He has recently been engaged on the *Novelty*.

Winney, Ned, chief engineer of steamship *Bonita*.

Wise, Capt. Frank W., was born in Boston, Mass., in 1840. He began his marine career in the Northwest on the Holladay steamships running north from San Francisco, filling the position of first officer on the *Idaho*, *Oriflamme*, *Pacific*, *California* and *Del Norte*. In 1869 he entered the employ of the Pacific Mail Steamship Company, most of the time in the China trade, and for a portion of the time having command of the steamships *Golden Age* and *Oregonian*. From 1878 to 1881 he was first officer on the *City of Panama*, running to the Isthmus and later was in command of the *Salvador*, which sprang a leak in 1882 and was run ashore, soon after leaving Punta Arenas *en route* for San Francisco. In 1883 Captain Wise was first officer on the steamship *Alameda* of the Spreckels line, running to Honolulu, and in 1884 held a similar position on the *San Pablo*, leaving her in 1885 to come to Victoria, where he has since remained as superintendent of the outer wharf.

Wise, Capt. James, New Westminster, B. C., was born in Ireland in 1833 and arrived at Victoria on the bark *Live Yankee* when she came to the Pacific Coast. He brought a whaleboat with him and began freighting and boating between Victoria, Yale and Bellingham Bay. He continued in this business until 1875, when he engaged in the salmon-packing industry on the Fraser River.

Wolfe, Henry, secretary of the Nanaimo branch of the Pacific Coast Seamen's Union, was born in Bristol, England, in 1854. He came to the Pacific Coast in 1868 and has been engaged on sailing vessels most of the time since.

Wolters, Henry J., engineer, has been running out of San Francisco since 1878 and has recently been connected with the steamships *Mexico* and *Umatilla*.

Wood, Robert, engineer, Port Townsend, Wash., was born in Ontario, Canada, in 1868. He has followed steamboating for the last ten years and is at present connected with the tug *Tyee*.

Wood, Z. C., mate and master, Portland, Or., was born in Iowa in 1847. He began steamboating on the Willamette River on the *Alice* in 1876, and afterward ran on the *Bonanza*, *Calliope*, *Salem*, *Harvest Moon*, *Frankfort*, *Vulcan* and *Toledo*.

Woods, Charles, engineer, West Seattle, Wash.

Woodward, Herbert, master mariner, Vancouver, B. C.

Works, E. H., engineer, Portland, Or.

Wrenshall, H., shipbuilder, Bandon, Or.

Wrenshall, William C., shipbuilder, Bandon, Or., was born in England in 1836. He worked at his trade in England and in Canada before coming to the Pacific Coast.

Wright, C. A., Ainsworth, B. C., purser of steamer *Nelson*.

Wright, C. W., engineer, Snohomish, Wash., commenced his marine career on the Mississippi River, where he served as engineer for twelve years. He came to Puget Sound in 1891 and has since been engaged there on the steamers *Minnie M.*, *Monte Cristo*, *Mamie* and *Lilly*.

Wright, Capt. Thomas A., was born in Philadelphia, Penn., in 1838. Most of his marine work has been with the Pacific Mail and Occidental & Oriental steamship companies, running to China. He has also been engaged on colliers running north.

Wyman, Fred E., pilot, was born in Maine in 1866. He began steamboating on Puget Sound in 1879 on the *Comet* in the White River trade. He has since been engaged on different steamers on the Sound, on the Columbia River, and in Alaska.

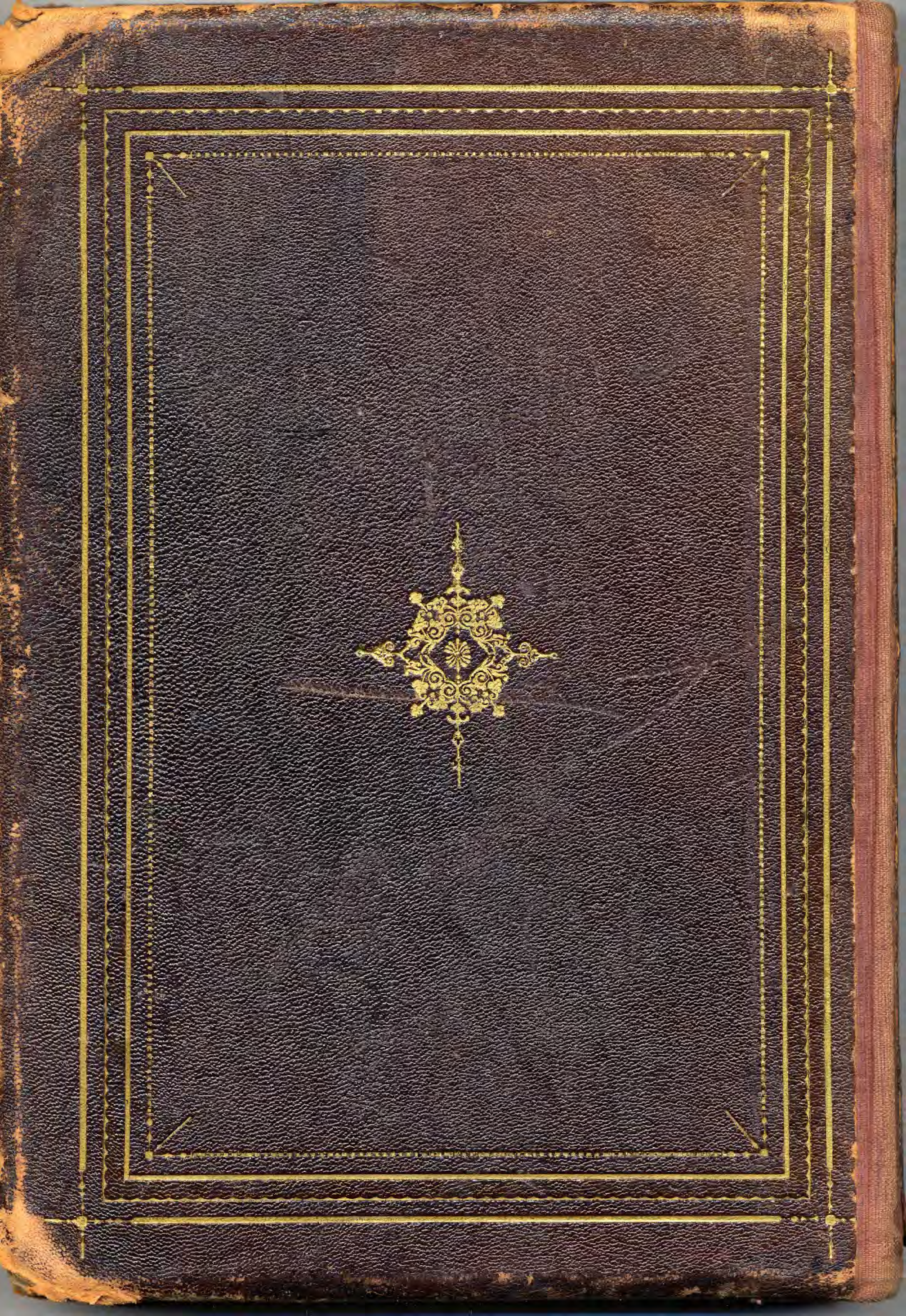
Wynkoop, Edward, purser, Portland, Or.

Wyson, O., engineer, New Whatcom, Wash., was born in Ohio in 1853 and commenced his marine service on the Mississippi River. He came to Puget Sound in 1881 and was first engaged on the steamer *Bob Irving*. He has since been employed on nearly all the small steamers on the Sound.

Yocum, Moses, engineer, was born in Pennsylvania in 1850 and commenced his marine career in the Northwest on the steamer *General Miles* in 1882. He remained with the *Miles* and other steamers of the Ilwaco Railway & Navigation Company for several years. For the past five or six years he has been engaged on the steamer *Alliance*, and was chief engineer of that vessel, with Captain Peterson, when she rescued the ship *Moel Tryvan* from the breakers at Shoalwater Bay.

Young, Gilbert, mate on sailing vessels, was born in Norway in 1857. He has been sailing out of San Francisco since 1880 and has recently been engaged as second mate on the ship *Dominion*.

Young, H. A., New Westminster, B. C., master of tug *Iris* on Fraser River.

Zumwalt, J. D., mate, Portland, Or.